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RAILWAY AGE

THE STANDARD RAILROAD WEEKLY FOR ALMOST A CENTURY

MARCH 31, 1952

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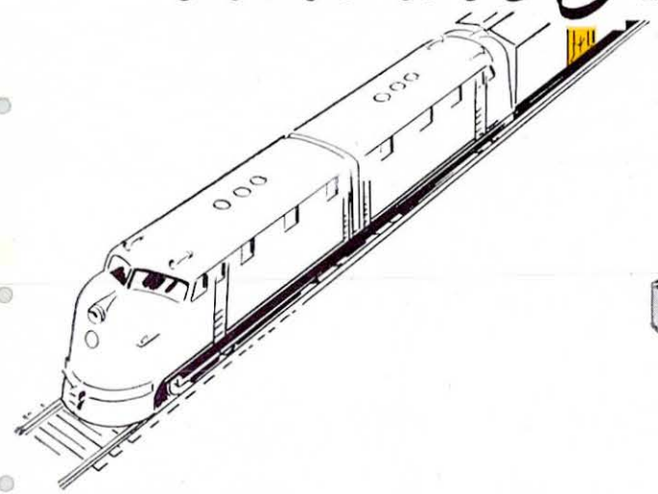

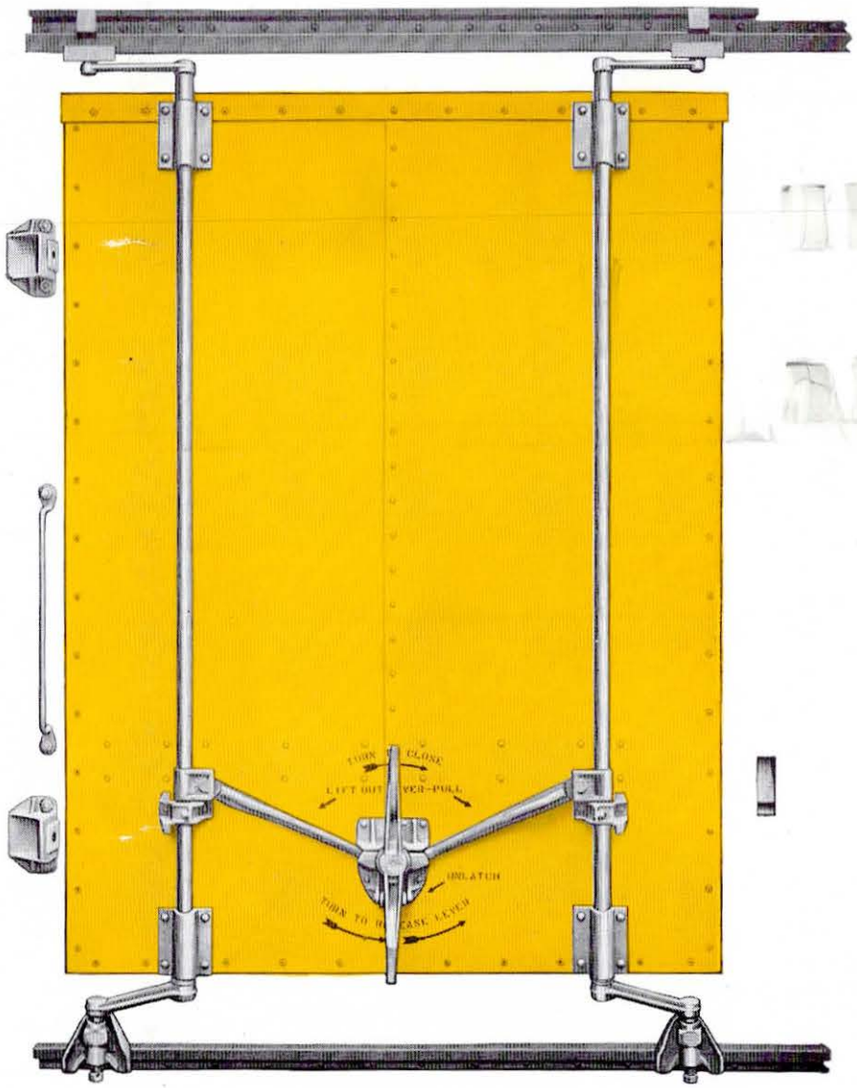

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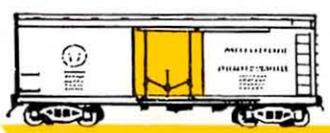

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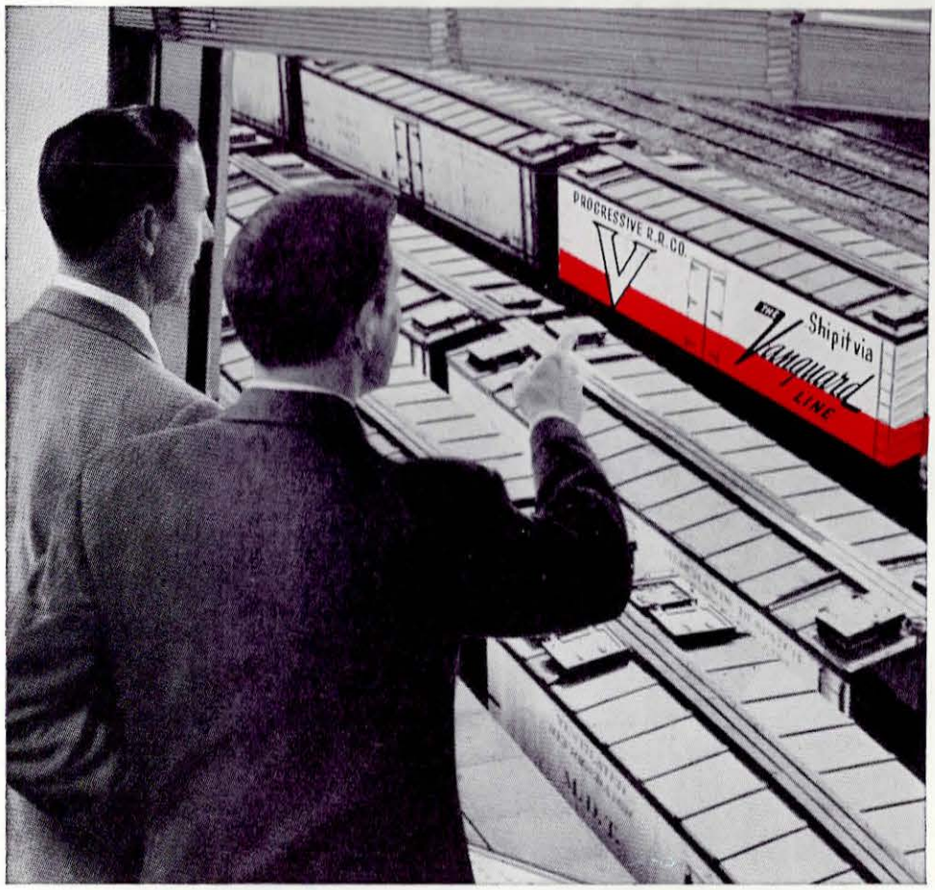

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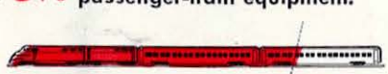

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Railroad Finishes

Finish Facts from DU PONT

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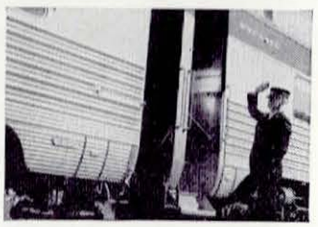
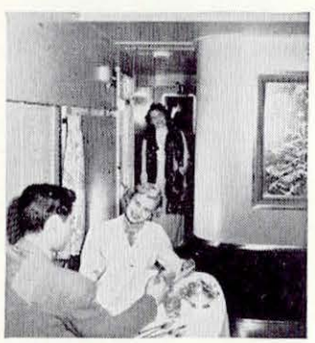


Operating about 2,192 miles of railroad, the Nickel Plate Road is today making a bid for a share of the midwest's growing passenger traffic with a change-over to ultra-modern equipment. Among the line's latest additions are the cars above—smartly finished with DULUX.

During the year these cars will undergo all sorts of weather on runs from Buffalo and Cleveland to Chicago, and from Cleveland to St. Louis—weather that the DULUX finish is scientifically formulated to take.



Soft, restful DULUX colors create a club atmosphere in the Nickel Plate's new bedroom-diner-lounge car. Really durable, a DULUX interior finish can be washed time and time again.

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Under actual service conditions this 8% represents a reduction in fuel cost of more than 1¢ a mile. Or a saving of more than $400 for a locomotive going 40,000 miles a year.

Where average mileage is 100,000 miles the savings on a 100 unit fleet will be more than $100,000.*

If you want to take advantage of the power in every drop of fuel even under the hardest service conditions, buy a Baldwin. You'll find it the locomotive with the *thriftiest* engine on the rails . . . the locomotive that can cut your operating costs.

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DIESEL-ELECTRIC LOCOMOTIVES

the thriftiest on the rails!

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HSC Equipment adds the final touch of perfection to your finest new passenger trains.

Brakes are Basic to Railroad Progress

Westinghouse Air Brake Co.

AIR BRAKE DIVISION

WILMERDING, PA.

Vol. 132, No. 13 March 31, 1952

RAILWAY AGE

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WEEK AT A GLANCE

CURRENT RAILWAY STATISTICS

Operating revenues, one month	
1952	$867,034,111
1951	848,728,726
Operating expenses, one month	
1952	$685,369,358
1951	644,416,929
Taxes, one month	
1952	$100,806,300
1951	109,020,627
Net railway operating income, one month	
1952	$66,066,877
1951	78,914,504
Net income, estimated, one month	
1952	$42,000,000
1951	57,000,000
Average price railroad stocks	
March 25, 1952	58.57
March 27, 1951	54.70
Car loadings, revenue freight	
11 weeks, 1952	7,892,723
11 weeks, 1951	7,989,645
Average daily freight car surplus	
Week ended March 22, 1952	9,949
Week ended March 24, 1951	3,179
Average daily freight car shortage	
Week ended March 22, 1952	2,330
Week ended March 24, 1951	28,882
Freight cars, delivered	
February 1952	7,358
February 1951	5,842
Freight cars on order	
March 1, 1952	118,900
March 1, 1951	154,861
Freight cars held for repairs	
March 1, 1952	91,906
March 1, 1951	87,671
Net ton-miles per serviceable car per day	
January 1952 (preliminary)	977
January 1951	1,017
Average number railroad employees	
Mid-February 1952	1,218,281
Mid-February 1951	1,253,068

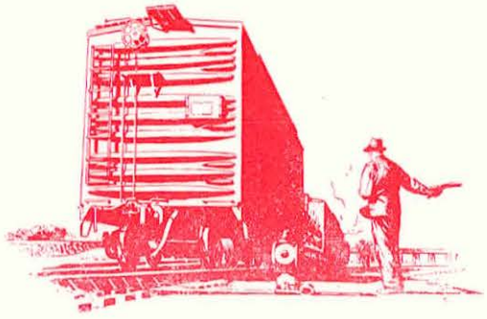
In This Issue . . .

REVENUE AND EXPENSE FIGURES for individual Class I railroads have been tabulated monthly for many years by *Railway Age*. Beginning with the January 1952 figures, which appear in this issue (page 22), the scope of this table has been expanded to increase its usefulness. It now shows not only total maintenance expense (both for equipment and for way and structures) but also how much of this expense is attributed to depreciation and retirements. And, to facilitate comparisons, columns have been added showing significant data for corresponding periods of the preceding year.

A MARKED "FIRMING" of policy in opposition to over-regulation of railroads, and in favor of adequate user charges for publicly financed highways and waterways, became definitely apparent as members of the National Industrial Traffic League, attending a special March 21 meeting in Chicago, considered the league's attitude toward the transportation bills now pending in Congress. Highlights of the league's position on the various bills are outlined in the news pages.

A VOLUNTARY TRAINING PROGRAM that the participants enjoy, and that has produced definite benefits for them and for their company, is the subject of a special article by G. C. Howard, director of personnel of the L. & N. (page 45). New C. & E. I. hopper cars, designed for exceptional strength, are described in the article which starts on page 38. Joint Pennsylvania-Nickel Plate service to the Hanna Coal Company's new coal preparation plant at Georgetown, Ohio, are covered on pages 33-35; while the automatic electronic car scale used there is separately described on page 36. There is also a report of the F.R.P. dinner (page 49) and more pictures from the A.R.E.A. convention (page 42).

In Washington . . .



IT WILL BE 1954 before the freight-car construction program on which the railroads embarked in 1950 can be completed, under present limited steel allocations, C.S.D. Chairman Arthur H. Gass warned in his latest monthly review. It can hardly be otherwise—with third quarter steel allocations for only 20,776 domestic railroad freight cars—barely two-thirds of the 10,000-cars-per-month minimum almost universally considered as necessary. D.P.A.'s third-quarter locomotive steel allocations remain at 800 units—and there'll be no trouble about using it all if orders placed last week by seven roads for 291 diesel units are any criterion.

WEEK AT A GLANCE

A NEW NOTE has been sharply injected into the rules controversy between the railroads and three operating brotherhoods by the brothers' institution of court proceedings to have the government's seizure of the railroads declared "illegal," or, if it is not held illegal, to have the carriers "income and profits" "impounded." The brothers' action is in the form of a cross-complaint and counter-claim to the government's plea for a permanent injunction against further strikes. Details are given in the news pages.

. . . And Elsewhere

BELIEVE IT OR NOT—A petition which the Illinois Central filed with the Illinois Commerce Commission seeking permission to discontinue 50 Sunday-only suburban trains *was entirely unopposed* when the matter came up for hearing on March 11 (*Railway Age*, March 17, page 17). Not even the brotherhoods spoke up against it. The only comment from commuters was a commendation of the proposed new week-day service.

ONE OF THE FEW DEBT-FREE RAILROADS in the country is the Atlanta & St. Andrews Bay—which achieved that happy distinction just at the end of 1951, by paying off the last of its $1,100,000 of 30-year first mortgage 5 per cent sinking fund bonds, originally issued in 1936. In announcing final retirement of the bonds, which was accomplished concurrently with complete physical rehabilitation of the property, President J. A. Streyer paid special tribute to the "teamwork, loyalty, efficiency and cooperation of everyone on the railroad."

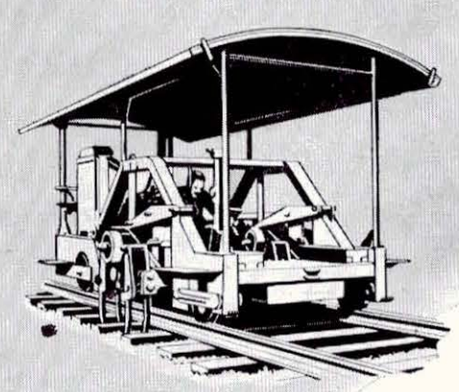
AIR FREIGHT HAS SLIPPED—on United Air Lines at least. In 1951—another record year for United—revenue passenger-miles (1,868,770,142) were up 25 per cent over 1950; express ton-miles (9,881,845) were up 7 per cent; mail ton-miles (19,094,986) were up 46 per cent, but freight ton-miles (22,724,520) were down 20 per cent. (Military contract operations in the Pacific were excluded from all of these figures.) Only 6 per cent of the company's revenues came from air mail during 1951. President W. A. Patterson termed low cost air-coach service as "successful . . . but still experimental." Jet-powered airliners, he said, are approximately seven years in the future.

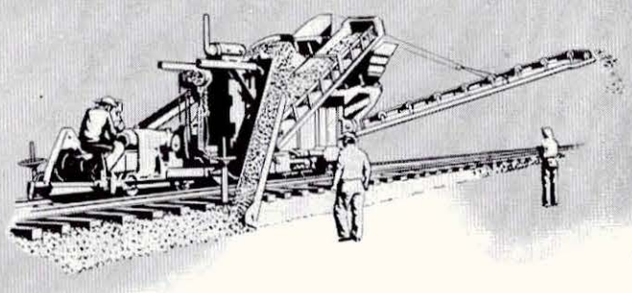
FIRST DIRECTOR of the A.A.R.'s new Freight Loss & Damage Prevention Section is C. A. Naffziger. Now serving as superintendent of stations and claim prevention, and also as freight claim agent, of the Missouri Pacific, Mr. Naffziger will assume his new post, with headquarters at Chicago, on April 1. His appointment was announced by A.A.R. President William T. Faricy at a March 21 meeting, other details of which are reported in the news section of this issue.

ONE FORWARD-LOOKING RAILROAD is doing considerable thinking about the possibilities of mounting regular highway trailers so that they can be assembled into trains and moved on rails—using their own wheels. This idea represents a step beyond the movement of loaded highway trailers on flat cars—now the subject of considerable executive interest—and as such is something for the future. But it is evidence that the railroads are looking ahead, and are thinking in terms of overall transportation problems.

"THE RAILROADS HAVE PROVED THEY CAN and will give good l.c.l. service," H. B. Spamer, chairman of the Midwest Shippers Advisory Board l.c.l. committee, wrote members recently in a plea for more shipper interest and cooperation in the work of the l.c.l. committee. Other advisory boards likewise report lagging shipper interest in l.c.l. service and problems, even though these boards have been instrumental in bringing about improved railroad service.

Keep Ahead of Trackwork Schedules





with Matisa TAMPER and CLEANER AVAILABILITY

Long-run payoff on your trackwork equipment is how great a percentage of working availability you get from each machine. With Matisa equipment, you have two important factors that produce maximum equipment availability to keep ahead of trackwork schedules:

★ **STRUCTURAL DEPENDABILITY**

★ **IMMEDIATE ACTION ON PARTS AND SERVICES**

Matisa Automatic Tampers and Matisa Ballast Cleaners are without the "bugs" and "weak links" that frequently cause delays out of all proportion to their structural importance . . . And being structurally designed for continuous performance, both machines offer a degree of dependability we believe is unequalled in trackwork equipment now available.

Where long use or unusual conditions require parts or engineering service, Matisa maintains around-the-clock facilities which provide immediate action whenever and wherever necessary.

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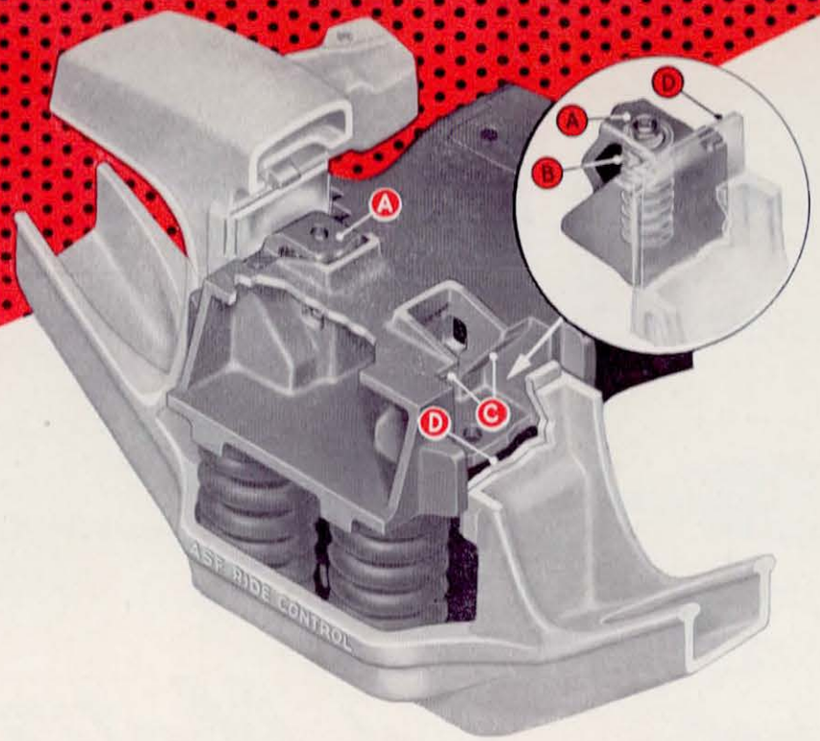
ALL OVER THE WORLD *Matisa* TRACKWORK SPECIALISTS

For additional information, use postcard on pages 65, 66



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that never lets up!

Shown above is one of the simplest, yet most ingenious devices you have ever seen! Each Ride-Control bolster end has two friction shoes (A) into which are fitted pre-compressed friction springs (B). These springs force the shoes upward, along the inclined surfaces (C), and outward, *with constant pressure*, against the opposing hardened friction surfaces (D). That's it!

No matter how much the bolster load varies or the truck springs move, the friction pressure never changes. The right amount of *control* is always there. This permits the use of long-travel springs. They're softer. They absorb more impact. And, with Ride-Control, their cushioning qualities are not interfered with because so little shoe pressure is required.

You know that in railroading a sturdy, simple device means long, satisfactory service and low maintenance costs. Today 300,000 car sets of Ride-Control Trucks in service are proving these last two vital points for *you*, as they provide load-protecting, road-protecting, smoother rides!

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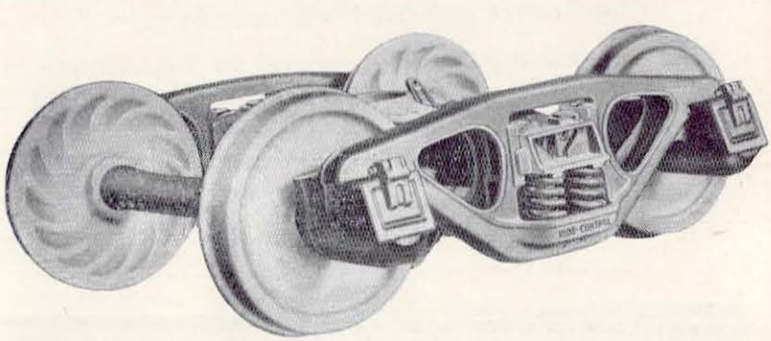
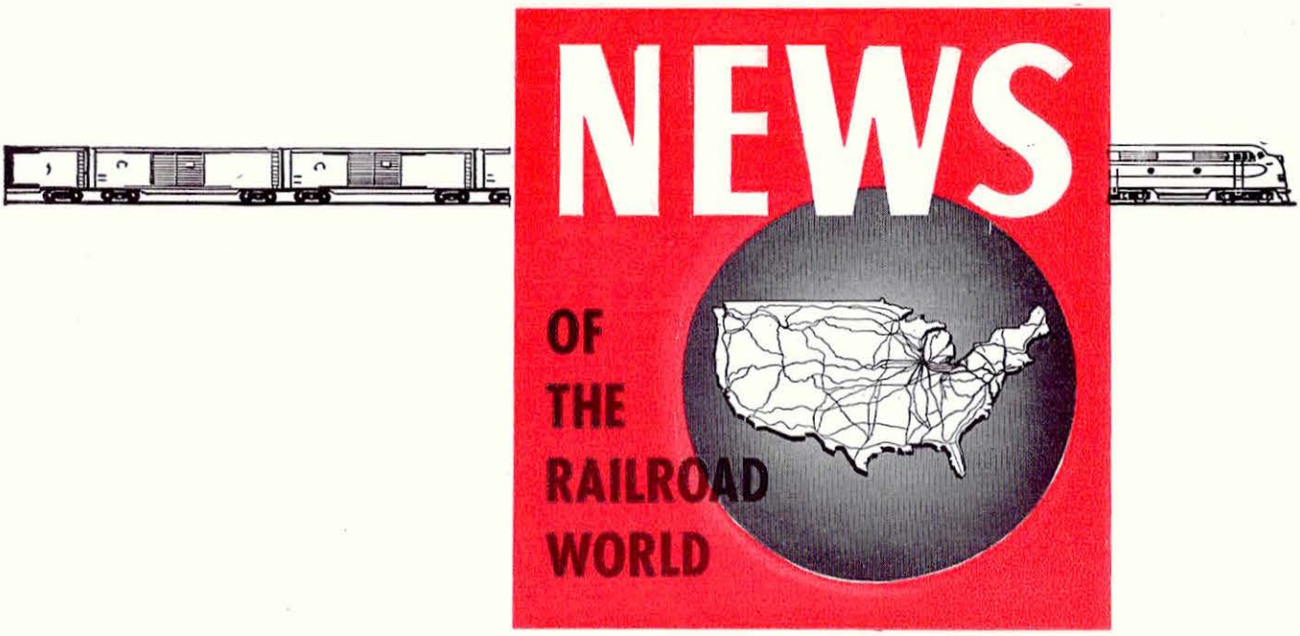


Ride-Control® Truck



Three "Op" Unions Ask Court to Condemn Seizure or Impound Profits of Railroads

Three brotherhoods representing railroad operating employees have joined in court proceedings which seek to have the federal government's seizure of the railroads declared illegal, or to have the carriers' "income and profits" impounded if the seizure is held to be legal.

The three brotherhoods are those involved in unsettled wage and rules cases, whose members staged the recent strikes against the New York Central and the Terminal Railroad Association of St. Louis—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen & Enginemen, and the Order of Railway Conductors. Their court pleadings were embodied in a cross-complaint and counter-claim filed last week in the United States District Court at Cleveland, as part of their answer to the government's petition for a permanent injunction to restrain them and their members from staging further strikes against any of the roads under government control.

The government obtained a temporary restraining order on March 11, thus ending the N.Y.C. and St. Louis strikes. (*Railway Age*, March 17, page 11.) The hearing on the government's petition for a permanent injunction was scheduled to open in the Cleveland court on March 27.

The brotherhoods estimated at $1,660 million the "profits and income" of the seizure period, which they want impounded if the seizure is held legal. The seizure, under which the Department of the Army is acting for the government, occurred in August 1950, when President Truman acted to avert a strike threatened by the O.R.C. and Brotherhood of Railroad Trainmen. The B.R.T. case has since been settled, and that union is not involved in the present litigation.

The pleadings of the three unions involved were summarized in a joint statement which they issued in Washington, D. C., on March 22. As to the request that railroad earnings be impounded, it was noted that the court had been asked "to set aside for payment to the employees such sums as will 'fairly and justly compensate' each of the employees for service performed as employees of the United States, and that all net operating profits after such payment, shall be paid into the Treasury of the United States."

Rights "Violated"

The suit charged that the "constitutional and statutory rights" of the involved employees had been violated by the seizure arrangement. This charge was based on contentions to the effect that the employees "have been required to involuntarily and against their will serve upon the railroads under compulsion of directives issued by the Secretary of the Army and under mandates of the federal court, for the profit of private owners of the railroads."

As for the current seizure, and others of recent years, the brotherhoods' statement referred to them as "phony." And it complained that the courts have refused to rule on union appeals "because the cases had become 'moot' when we received settlements with the railroads."

"That," the statement continued, "would happen again when the present dispute is settled, because the injunction would be dissolved as a result of the agreement. Among the purposes of our counter-claims is to keep the case alive and we are determined to pursue it until the courts give us a final decision as to whether railroad workers, alone among America's millions, have to live in the shadow of rule by injunction and administrative whim."

In their answer to the injunction petition, the unions challenged the jurisdiction of the court under various statutes, including the Railway Labor Act, and the Labor-Management Relations (Taft-Hartley) Act. The authority of the President to seize the railroads was challenged, and the unions denied that the Secretary of the Army has possession of the railroads "in fact."

The answer charged further that the government came into court without having first "done equity or offered to do equity" in that it was compelling the employees to work for "unfair and unjust" wages. It was also charged that the railroads would not be able to earn a profit if the government "had not by reason of its purported seizures of their transportation systems, forced the employees" to continue to work.

In the latter connection, the pleadings also said that the employees would not continue to work, "except under materially increased wage rates and substantially improved working condi-

tions," were it not for the threats of discharge and loss of seniority rights made by the Secretary of the Army, and for court orders prohibiting strikes.

Meanwhile, the House Committee on Judiciary last week heard Assistant Secretary of the Army Bendetsen urge favorable Congressional action on President Truman's recent request for continuance during the present emergency of various war powers, including that under which the railroads were seized for operation by the Army. Although the President's seizure order was bottomed generally on the power and authority vested in him "by the Constitution and laws of the United States," it relied specifically on the Act of August 29, 1916, which authorizes the President to take over the railroads "in time of war. . .through the secretary of war."

The powers embodied in this 1916 act are among those which the President now wants extended for the duration of the emergency. He pointed out that such extension is necessary if he is to continue exercising the powers involved, since the impending ratification of the treaty of peace with Japan will end the only present "state of war" between this country and others.

Assistant Secretary Bendetsen, who is in charge of the seized railroads, told the House committee that the danger of railroad strikes would be "imminent" if the seizure power of the 1916 act were now lost to the government. The unions are expected to oppose continuance of the power.

In the latter connection, it was recalled that the two unions (B.R.T. and O.R.C.) posing the August 28, 1950, strike threat which caused the seizure were then in favor of that action and urged the President to take it. After the Presidential order was issued, they cancelled the strike call, making this statement: "The men we represent will work for the government gladly under government operation of the railroads during this period of crisis until this dispute can be settled on its merits through mediation."

Gurley, Fort, Drysdale Support Bills To Speed Railroad Rate Increases

Legislation designed to correct the "too little and too late" policy on railroad freight rates received new support at Senate committee hearings last week.

Fred G. Gurley, president of the Atchison, Topeka & Santa Fe, and J. Carter Fort, vice-president and general counsel, Association of American Railroads, told the Senate Interstate and Foreign Commerce Committee that correction of this "time lag" is "badly needed"—if railroads are to maintain sound credit and take advantage of technological developments in improving transportation.

The Senate group, headed by Senator Johnson, Democrat of Colorado, is conducting extensive hearings on some 38 transport bills introduced since the first of the year. Many of the bills grew out of the so-called Myers Committee hearings of 1950.

Mr. Gurley, who testified March 21, was the third railroad president to urge passage of S. 2518 and S. 2519. Earlier, Walter S. Franklin of the Pennsylvania and C. McD. Davis of the Atlantic Coast Line, supported the bills. (*Railway Age*, March 17, page 13, and March 24, page 13).

S. 2518 would amend the Interstate Commerce Act by adding provisions authorizing the railroads to make prompt increases in rates to meet increased costs. S. 2519, a companion bill, would rewrite the rate-making rule by requiring the I.C.C. to consider, among other things, the maintenance of sound railroad credit and attraction of equity capital as factors in prescribing just and reasonable rates. Both bills were introduced by Senator Bricker, Republican of Ohio.

Senator Johnson, the committee chairman, has indicated he will oppose these bills unless various limitations are added. During Mr. Gurley's testimony he again questioned how far carriers might take this new rate-making authority, if it were granted.

"Can rates be increased enough under S. 2518 to attract equity capital?" was among the questions he raised. He also commented on the possibility of placing a limit on how much rates could be raised in a single year. He said he thought a 10 per cent annual increase would be "tremendous," but noted that railroad witnesses have testified that any limitations of this kind would be "disastrous."

"Diminishing Returns?"

The senator also expressed concern as to whether railroads have not already reached a point of diminishing returns in increasing rates. He said raising rates is not a "constructive" measure but an "exceedingly desperate" one —not the long-range answer to railroad problems. He again expressed fear that railroads might "juggle" rates on commodities so as to eliminate competition, and said discrimination against the South and West might result if rail carriers were given this full power over rates.

Mr. Gurley and the other railroad witnesses undertook to answer these questions. The Santa Fe president told the committee he did not think the railroads were in any danger of reaching the point of diminishing return, and cited 1951 car shortage problem as evidence that railoads are being offered more business than they can handle.

Delays in adjusting freight rates to meet changing costs of operation, and the ultimate inadequate authorizations under existing law, have made it impossible for carriers to purchase all the cars and other facilities needed to improve transportation service, Mr. Gurley declared.

Pointing out that the I.C.C. would lose none of its power to adjust rates, Mr. Gurley suggested that the committee add new language to S. 2518 so as to place on the railroads the burden of proof as to the reasonableness of their rate increases. The commission's power would also be protection against any discrimination, he added.

Delay Costs $1,293 Million

Mr. Fort of the A.A.R. followed Mr. Gurley and told the committee that I.C.C. delays in granting rate increases over the past six years have cost the railroads an estimated $1,293,000,000 in gross revenues. Mr. Fort's testimony was to "supplement" what other witnesses had said in support of S. 2518 and S. 2519.

Both Mr. Gurley and Mr. Fort said the I.C.C. has, in general rate cases, substituted its judgment for that of railroad officers as to the effect of rates on the movement of traffic. They maintained that such matters should be left up to management which is conducting the business and is responsible for its success or failure.

Robert M. Drysdale Jr., executive secretary of the Federation for Railway Progress, added his support to these two bills on March 20.

"The first issue in transportation today is free pricing and competition," Mr. Drysdale declared. He labeled S. 2518 "a direct and courageous way" to meet the pricing problem, and said Congress should give back to the railroads some of the freedom it took away years ago for reasons no longer valid.

The federation executive told the committee he spoke, not as a representative of railroad management, but for those who own, operate and use the railroads. During his testimony, he also urged favorable consideration of S. 2829, a bill to give the I.C.C. authority over discontinuance of intrastate railroad service when continuing the service would be a burden on interstate commerce.

Several witnesses at last week's hearings opposed S. 2518 and S. 2519. Among these was John P. Randolph, general solicitor, National Association of Railroad and Utilities Commissioners. Mr. Randolph said his organization thinks passing this legislation would "aggravate rate discrimination against various sections of the country."

S. 2518 is "patently designed in contemplation of further inflation," he said. For these reasons, the association is "firmly and unequivocally opposed" to both bills. While on the stand Mr. Randolph also expressed opposition, "in

principle," to S. 2362—the bill to impose federal size and weight limits on trucks. This is opposed because it would take power away from the states, Mr. Randolph said.

Other opposition to the "too little, too late" bills came from the Department of Agriculture. Claiborne A. Duval, a department witness, declared that increases in railroad freight rates are "highly inflationary," and said diversion of traffic because of higher rates would more than offset any benefits the railroads seek.

Wants More Regulation

"The railroad problem will not be solved by transferring to the railroads the power to make freight rate increases at will," Mr. Duval said. "The regulatory work of the Interstate Commerce Commission in part I of the Interstate Commerce Act should be strengthened, not weakened. . . . "

One of the "most important reasons" for the "vigorous opposition" of the Department of Agriculture to increases in freight rates is that such increases place a burden on the agricultural community and the general public "far greater than the gain received by the railroads," Mr. Duval added.

A statement by James G. Patton of the National Farmers Union also opposed this legislation. The regulation of industries that "tend to be a monopoly" is more necessary than ever, according to Mr. Patton. He said public interest is "paramount" in the setting of rail rates.

Giles Morrow, executive secretary and general counsel, Freight Forwarders Institute, told the Senate committee that if part I of the I. C. Act is modified by S. 2518, then like changes should be made in part IV. Part IV relates to the forwarders.

In addition to this extensive testimony on rates, the committee heard recommendations on various of the other pending bills.

"Radio-Rules" and Reparations

Mr. Fort commented on S. 2356, the "radio-rules" bill, and asked the committee to defer all action on it unless separate hearings are held. He also discussed and supported S. 2355. This bill would enable representatives of carriers and the government to reach final contracts on section 22 rates, and would preclude the filing of complaints assailing such rates, as the government has done in some of the so-called reparations cases now pending before the I.C.C.

These section 22 rate agreements have been regarded historically as firm contracts, binding on both the railroads and the government, Mr. Fort said. In recent years, however, the government has taken the position that it is not bound by these agreed upon rates, he added.

Edwin C. Matthias, vice-president and general counsel of the Great Northern, made a major presentation on this section 22 situation. He said he was not testifying for any railroad or group of railroads, although "what I have to say represents in general the prevailing view."

Mr. Matthias, who has helped represent Western railroads in the postwar reparations cases, summed up his testimony as follows:

". . . It is a fundamental principle of contract law that an offer and an acceptance make a contract. S. 2355 merely declares this principle of contract law to be applicable to transactions between the railroads and the United States involving section 22 rates. The Department of Justice has been contending that this fundamental rule does not apply to such transactions. . . I have no fears about the constitutionality of a bill that is designed to bind the United States to the same rule of law that binds its citizens."

A different approach was contained in the statement of Mr. Patton of the National Farmers Union. He said it seems "only fair that the government be allowed to look into a contract after it has been consummated to determine whether its terms are unreasonable or whether errors have been made."

William Wyer, trustee of the Long Island, testified March 20 on still another bill, S. 2350, which he opposed. This bill would empower the I.C.C. to include in the freight-car per diem rate a penalty item, presumably to expedite movement in time of shortages. Mr. Wyer said a terminal road like the L.I., which terminates six freight cars for every two loaded, would be unduly penalized.

Hugh M. Nicholson, another witness for the Department of Agriculture, testified against S. 2357 and S. 2362. The former would restrict the agricultural-fish exemption of motor carriers; and the latter would restrict leasing of motor vehicles and keep private carriers from transporting any property for compensation other than that within the scope of their primary business.

"Passage of S. 2362 would compel the discontinuance of a major part of the service now provided by 150,000 non-certificated trucks, to the serious detriment of the American farmer who now depends upon such service, the commission-certificated carrier who utilizes the exempt vehicles to augment his fleet, and the truck owner himself who may thus be forced out of business," Mr. Nicholson said.

E. A. CRAFT (center), executive vice-president of the Southern Pacific Lines in Texas and Louisiana, was recently designated "outstanding engineer of the year" by the San Jacinto Chapter of the Texas Society of Professional Engineers. Mr. Craft received the award from C. Ed Naylor (left), past-president of the Houston Chamber of Commerce, in the presence of D. A. Hulcy (right), president of the United States Chamber of Commerce, who spoke at the chapter's annual meeting, where the award was made.

"Take Off R R Shackles," Shippers Ask Congress

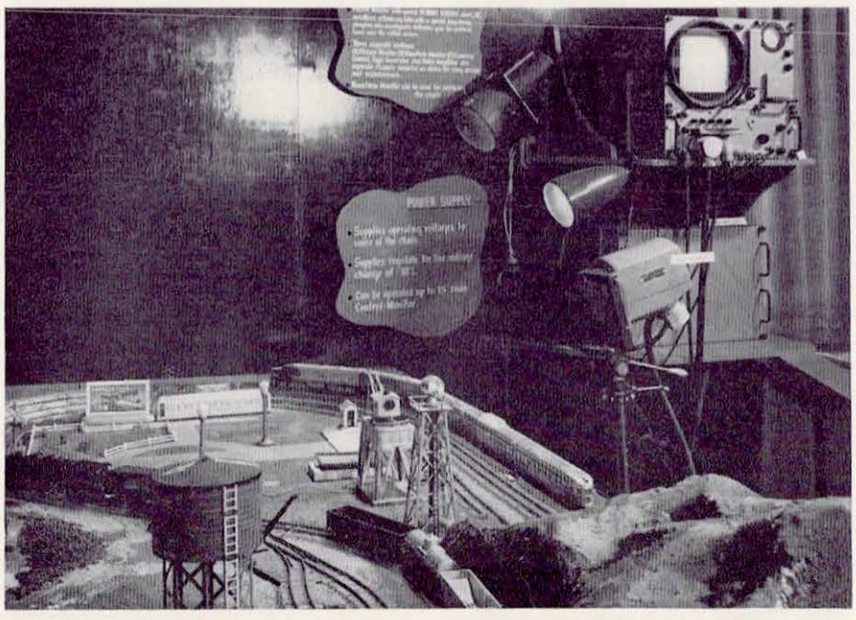
The National Industrial Traffic League reaffirmed and strengthened its traditional position in opposition to unnecessary governmental interference and subsidies in transportation in Chicago on March 21, at a meeting called to consider what action the league should take with respect to 29 bills affecting transportation now before Congress.

meeting, it was marked by a heavy turn-out of over 300 members.

Highlights of the league's action were votes to:

- Oppose Senate bill 2518 revising Section 15(b) of the Interstate Commerce Act with respect to the Interstate Commerce Commission's control over general revenue increases. Although opposing this bill as "not having adequate shipper protection," the meeting voted in favor of a similar amendment to Section 15(b) designed to speed general revenue increases and to "minimize the commission's role as guardian angel and restore its role as regulator of the railroads."
- Oppose S. 2349, which proposes to extend the "long-and-short-haul" provisions of the act to motor carriers, as an ineffective solution to the problem. It was voted to support S. 2754—a similar bill extending "aggregate of intermediates" to Parts II and IV of the act—with amendments designed to reduce the more objectionable portions of "Section 4" by placing the usual rates on the carriers. The league burden of proof as to the need for unalso favors extending the new "Section 4" to Parts II, III, and IV of the act, making it uniformly effective on all types of carriers.
- Support S. 2742 calling for liquidation of the Inland Waterways Corporation.
- Oppose S. 2743 calling for reasonable user charges on publicly financed inland waterways because of certain objectionable features, but voted in favor of collection of reasonable user charges.
- Oppose S. 2356, authorizing the I.C.C. to require use of radio and similar communications devices on railroads, as an "unwarranted intrusion into the functions of management."
- Approve S. 2364, with amendments, authorizing the I.C.C. to revoke the certificate of any water carrier "for wilful failure" to comply with the requirements of its certificate.
- Support S. 2359, removing limitations on the right of the I.C.C. to suspend, change or revoke certificates issued to motor carriers for wilful failure to comply with the Interstate Commerce Act.
- Oppose S. 2353, requiring all persons furnishing locomotives for use by railroads to file reports with the I.C.C. as "an invasion into the field of management."
- Oppose S. 2350, authorizing the I.C.C. to impose special charges to promote efficient car service during car-shortage emergencies as "further interference with management."
- Approve S. 2355, to establish finality of contracts between the government and common carriers.
- Oppose S. 2363, setting size and weight limitations for motor vehicles engaged in interstate commerce, "because it further extends federal regulation into state fields" and as "a discrimination against interstate commerce."
- Approve appointment of a special subcommittee of the league to "make a study of the wisdom and desirability of appointing a new labor and management committee to study and keep under observation labor-management relations within the transportation industry, and to keep league members advised concerning them."
- Approve appointment of a special subcommittee to consider proper minimum charges for l.c.l. and l.t.l. freight, and report its conclusions and recommendations to the executive committee.

Because of the highly controversial nature of S. 2357, proposing restrictions on the agricultural exemptions of motor carriers, it was voted to take no action. The wide variety of opinion within the league as to how this problem should be met—though it seemed to be agreed that it should be met—made concerted action impossible.



TELEVISION, for observation of railroad yard operations from a remote point, is a possibility demonstrated by a miniature exhibit of the Television Transmitter division of Allen B. Dumont Laboratories, Inc. In this demonstration a Dumont camera was beamed on a model railroad yard complete with tracks, cars and electrically operated locomotives as shown in the picture herewith. Operation of switches and locomotives, and other activities in the "yard," were observed by spectators on two monitoring screens, just as they would be seen in the office of a yardmaster under actual operating conditions. The new camera chain, originally developed for the Navy Department, is outstanding because of its small size, and its ease of operation.

D.P.A. Allows 24,939 Cars, 800 Locos., for 3d Quarter

Materials for the production of 24,939 freight-train cars, 800 locomotive units, and 189 passenger-train cars in this year's third quarter have been allocated by the Defense Production Administration.

The allocation, announced last week by D.P.A., also includes "tentative approval" of 387,000 tons of steel for rails. The 24,939 freight-car figure for the third quarter includes 20,776 cars for domestic railroad use, 2,000 tank cars, 1,439 cars for industrial use, and 724 cars for the military.

Defense Transport Administrator Knudson had asked D.P.A. for materials to construct 30,000 freight cars, 2,550 tank cars, 100 passenger-train cars and 975 locomotives in the third quarter. He also asked materials for 450,000 net tons of new rail.

The actual allocation for freight cars is slightly higher than for the second quarter. For the April-June quarter, D.P.A. allotted materials for about 21,000 new freight cars. The third-quarter allocation for 800 locomotives is the same as that approved in the second quarter. (*Railway Age*, March 17, page 108).

A day after D.P.A. announced the third-quarter figures, the Railroad Industry Advisory Committee met with the National Production Authority. Committee members said they were dissatisfied with the continued low quarterly allotments for the production of locomotives and freight cars, as well as the low tonnage of steel for rails.

N.P.A. officials told the committee, among other things, that the Railroad Equipment Division of N.P.A. has asked D.P.A. to "program" another 150 locomotive units for the third quarter.

Members of the committee said they could not understand the curtailment of locomotive and freight car production when there are indications that steel is plentiful. They reported that steel salesmen "are parking on our doorsteps soliciting orders."

The committee recommended that it be called in to help prepare a case for larger allocations in the fourth quarter. It also recommended that the minimum allotment of steel for rails be no less than 400,000 tons per quarter, and said the industry could use 450,000 tons.

During the meeting, the committee was advised that N.P.A. expects shortly to amend its M-73 order governing maintenance, repair and operating supplies. Changes will include elimination of inventory reporting requirements, and an increase in the dollar limit on

products and materials other than C.M.P. materials.

Also, N.P.A. announced that a proposed rail conservation order is being temporarily shelved. The order probably will be issued if the Railroad Equipment Division is unable to obtain the 400,000-ton allotment of steel for rails in the third and fourth quarters.

Other third-quarter allocations announced last week by D.P.A. included material for the production of 270,000 trucks.

I.C.C. Assumes Managerial Prerogatives, Says Bricker

The greatest immediate problem facing transportation in this country is the need for prohibiting the Interstate Commerce Commission from exercising what are properly managerial functions, John W. Bricker, U. S. Senator from Ohio, said on March 25 at a noonday forum luncheon of the Traffic Club of New York.

Unless spending policies of the federal government are reversed, Mr. Bricker said, railroads will be the first segment of American industry to be nationalized. If railroads are nationalized, he added, the rest of business will follow, because government cannot successfully compete with privately owned enterprise and would find it necessary continually to reduce the area of private industry with which nationalized segments of the economy might be compared.

Congress has not been zealous in deterring government regulation of transportation, Mr. Bricker continued, and federal regulatory policies, along with federal fiscal policies, have dried up the sources of new capital so necessary to railroads. Government regulation of railroads, he pointed out, arose when railroads were a monopoly and was framed on the theory that restraint of such a monopoly was in the public interest. The theory behind current regulation, he said, seems to have shifted to one of restraining competition and is based merely on expediency.

T.-M.-K. Board Hears Panel On Terminal Switching

A new kind of special events program —a panel of railroad operating men talking about terminal switching procedures and problems at individual points—featured the 92nd meeting of the Trans-Missouri-Kansas Shippers Board in St. Joseph, Mo., on March 20. Moderator of the event was O. W. Limestall, general superintendent of transportation of the Rock Island, who becomes general manager on April 1. Panel members were Elwood Davis, supervisor of traffic, Terminal Railroad Association of St. Louis; John Noe, division superintendent of the Santa Fe, and Richard Johnson, trainmaster of the Burlington.

At the invitation of the moderator, shippers tossed questions at members of the panel, most of which had to do with terminal moves which seemed illogical or time-consuming. In a majority of instances it was brought out that labor contracts are an increasingly important deterrent to speedy movement in terminals — especially those which prohibit the "taking and bringing" of interchange freight by the same transfer crews.

Mr. Limestall remarked that the spread of restrictive contracts is due largely to warped interpretations by the referees of the National Railway Adjustment Boards, which the railroads are powerless to appeal.

This led H. E. Bingham, alternate chairman of the board, to observe. "This supports my opinion that the railroads are in a much better position to operate railroads than the government".

"Speaking from the military viewpoint," J. J. Kelley, manager of the Military Transportation Section, Car Service Division, Association of American Railroads, told the shippers that the first phase of the current conflict ended with the passing of 1951. It was concerned with preliminary steps for production of armaments — letting of contracts, and building of plants. It brought an increase in freight traffic with very little increase in number of cars available.

Starting in 1952, he declared, the country goes into Phase II—mass production of armaments. All-time records in production of ingredients essential to armaments will be achieved in this period. He also sees a substantial increase in purely military traffic. The big shortage in such traffic in this conflict will be in flat cars.

Since the close of World War II the country's railroads "have been living beyond their means," declared William H. Schmidt, Jr., western editor of *Railway Age*, at a joint luncheon of the board, the St. Joseph Chamber of Commerce and the Traffic Club of St. Joseph. "For the past 15 years no new money from private investors has come into the railroad business. Aside from equipment trusts, railroad improvements have had to be limited to those funds left out of operating revenues, after payment of expenses and taxes. And this net is simply not large enough for the roads to continue spending on the high scale of the last six years."

The speaker described technological improvements made in postwar years and their significant effect on the public. "These improvements have not only greatly increased the railroads' ability to handle traffic but, even more important, have produced such tremendous returns in operating savings—in relation to their first cost—that they have played an important role in the rate structure."

THE 100 MILLIONTH BENEFIT DOLLAR paid by the Benefit Association of Railway Employees, was included in the check being received here by Santa Fe locomotive engineer Robert A. MacDonald (front left) of Chicago. The check was presented to him by A. L. Miller, national secretary of the mutual disability, life and hospital protection insurance association. Looking on are W. F. Senge, editor of the association's "Railway Employees Journal" (left) and Mr. MacDonald's fireman, Stanley Anthony. The association was founded in 1913 by a group of employees of the Chicago & North Western.

Commissioner Rogers Will Retire April 30

Chairman John L. Rogers of the Interstate Commerce Commission, who has been a member of the commission since September 1937, has applied for retirement—"upon the urgent advice of my physician."

Mr. Rogers so advised President Truman in a March 21 letter which said the application had asked that the retirement become effective at the close of business on April 30. "At that time," the letter added, "I will have completed a little more than 35 years of government service, all of which except for a few months have been with the Interstate Commerce Commission." The letter added an expression of Mr. Rogers' appreciation to the President

for the "kind consideration which you have always shown me."

In making public the letter to the President, Mr. Rogers' office also made public a memorandum which the commissioner had sent to his colleagues. This memorandum "to the commission" had attached to it a copy of the letter to the President. It said that the letter was "self-explanatory," and then added: "I should like to be relieved of my assignments as soon as consistent in order that I may complete consideration and vote on cases in circulation and also go through my files so as to weed out those which would be of no interest to my successor."

Mr. Rogers' present term as a member of the commission expires December 31, 1957. His chairmanship began January 1, his election having been pursuant to the commission's plan of rotating that office among its members

John L. Rogers

on an annual basis. He served as chairman once before—in 1945. Under the rotating plan, Commissioner J. Haden Alldredge is next in line.

Commissioner Rogers is a "career man" with the commission, having entered its service in 1917 as a mechanical engineer on the staff of the Bureau of Locomotive Inspection. He was born June 27, 1889, at Knoxville, Tenn., and received his education at the University of Tennessee, where he was awarded a B.S. degree, and at National University, Washington, D. C., where he was awarded an LL.B.

Before joining the commission's staff, Mr. Rogers was in the employ of the Southern, serving successively as laborer, boilermaker apprentice, boilermaker and layer-out; and he also worked in Panama as a steam fitter for the Isthmian Canal Commission. His service with the commission's Bureau of Locomotive Inspection continued from 1917 until 1925, when he transferred to the Bureau of Service.

In 1933 he was appointed executive assistant to the Federal Coordinator of Transportation, who was the late Joseph B. Eastman, also a member of the commission. When the commission's Bureau of Motor Carriers was organized in 1935, Mr. Rogers became its first director, a position he held until 1937, when the late President Roosevelt appointed him to his first term on the commission. He is one of the Republican members of the commission, and his present term is his third.

Behling Finds No Defeatist Attitude in Rail Spokesmen

Dr. Burton N. Behling has been "impressed" that the "prevailing attitude" of railroad spokesmen appearing at Senate hearings on proposed transport legislation "is not defeatist."

Dr. Behling, transportation specialist on the staff of the Library of Congress' Legislative Reference Service, was formerly director of the public-aids-to-transport studies made by the Board of Investigation and Research. He has been a regular attendant at the Senate hearings, which are being conducted by that body's Committee on Interstate and Foreign Commerce to receive presentations on some 30 bills introduced as a result of the committee's studies of domestic land and water transportation.

Dr. Behling gave his impression of the railroad spokesmen's attitude in a March 20 address to the class of American University's sixth Rail Transportation Institute. Dr. L. M. Homberger, director of the Institute, presided at the meeting.

As Dr. Behling has sized them up, the railroad spokesmen recognize that the industry has its problems; but they "are not laying down"—they "have spirit left." His own opinion is that the situation is not "hopeless" for continuance of the railroads as private enterprises.

Meanwhile, however, Dr. Behling had discussed railroad finances, warning that the industry has a financial problem which was pointed up by the fact that the 1951 return on net investment averaged only 3.7 per cent. He suggested that it was with "good reason" that investors generally have "shied away" from the railroads.

Hearing Held on Mahaffie Reappointment to I.C.C.

The Senate Committee on Interstate and Foreign Commerce held a public hearing March 26 on President Truman's reappointment of Interstate Commerce Commissioner Charles D. Mahaffie for a new seven-year term expiring December 31, 1958. The hearing was held to permit questioning of the commissioner by one of the committee's members—Senator Tobey, Republican of New Hampshire.

Senator Tobey had prepared a series of questions for the purpose of subjecting the commissioner to a "thorough" examination. Generally, the Tobey examination was an undertaking to identify Mr. Mahaffie as the commission's expert on financial matters—as the commissioner who was most responsible for commission policies and decisions in railroad reorganization cases.

The senator's questions reflected his disagreement with some of those decisions, especially determinations which had the effect of wiping out equity holders. Commissioner Mahaffie's replies amounted to a disclaimer of the "leadership" role in financial matters which the senator sought to attribute

(Continued on page 55)

NAFFZIGER NEW DAMAGE PREVENTION "CZAR"

Appointment of C. A. Naffziger, a Missouri Pacific officer, as director of the newly created Freight Loss & Damage Prevention Section of the Association of American Railroads, was announced by A.A.R. President William T. Faricy at a special luncheon meeting of shippers and carriers in Chicago on March 21. The new loss and damage prevention chief will assume his new post on April 1, with headquarters at Chicago.

Since March 16, 1942, he has been superintendent of stations and claim prevention of the M.P., with the additional responsibilities of freight claim agent since January 1, 1952. Mr. Naffziger has spent his entire railroad career with the same road, having been a telegrapher, an agent and a yardmaster.

Believed to be the first meeting, "on a large scale," at which competing forms of transportation met jointly with their customers, the luncheon at which Mr. Naffziger was introduced was sponsored by the A.A.R., the American Trucking Associations, Inc., the National Association of Shippers Advisory Boards, and the National Industrial Traffic League (in connection with the latter's annual spring meeting), to "declare war on loss and damage."

Complete summaries of the luncheon talks will be set forth in a feature article in the April 7 Freight Traffic Issue of this paper, which will take special note of the "Perfect Shipping Month" campaign.

MORE NEWS ON PAGES 55-68

Additional general news appears on page 55, followed by regular news departments, which begin on the following pages:

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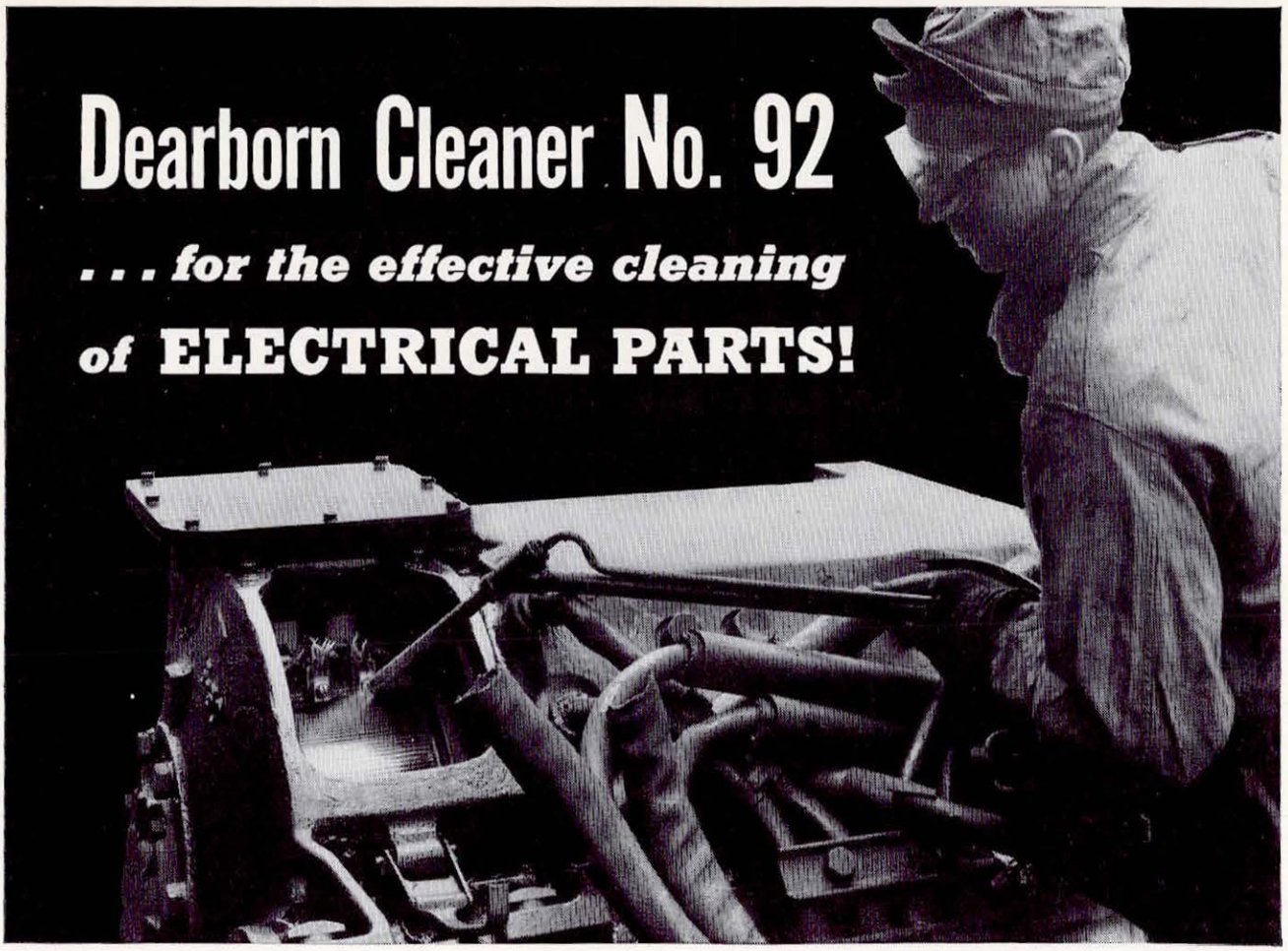

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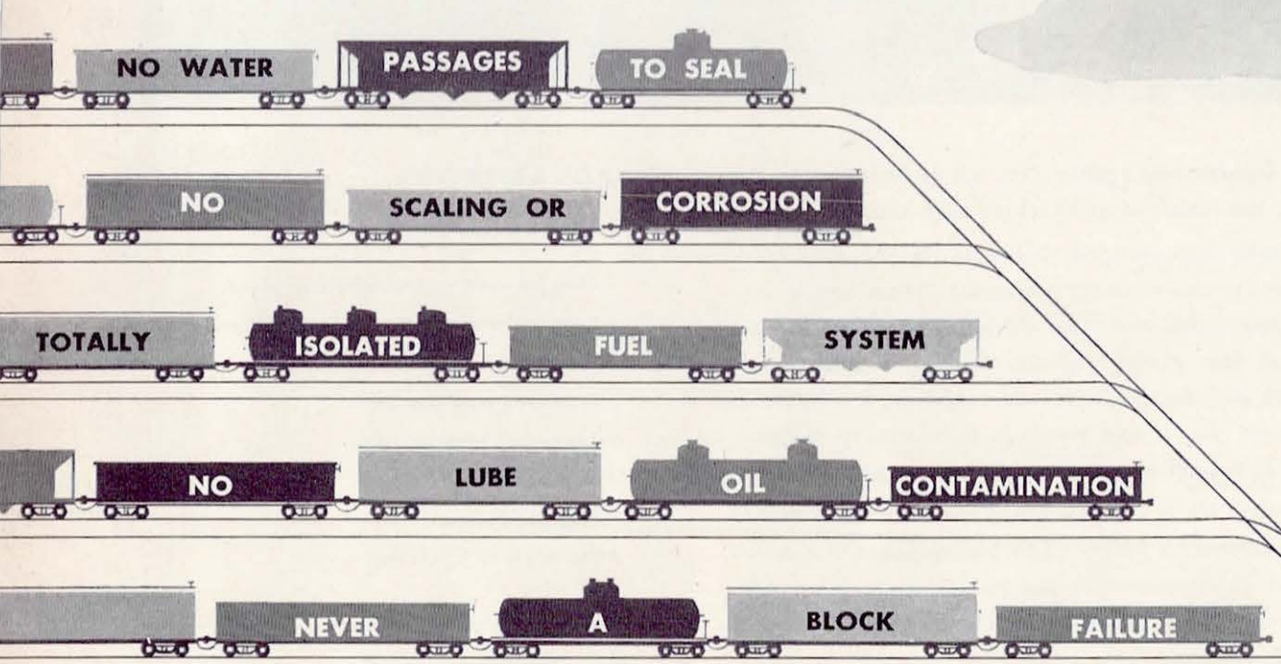

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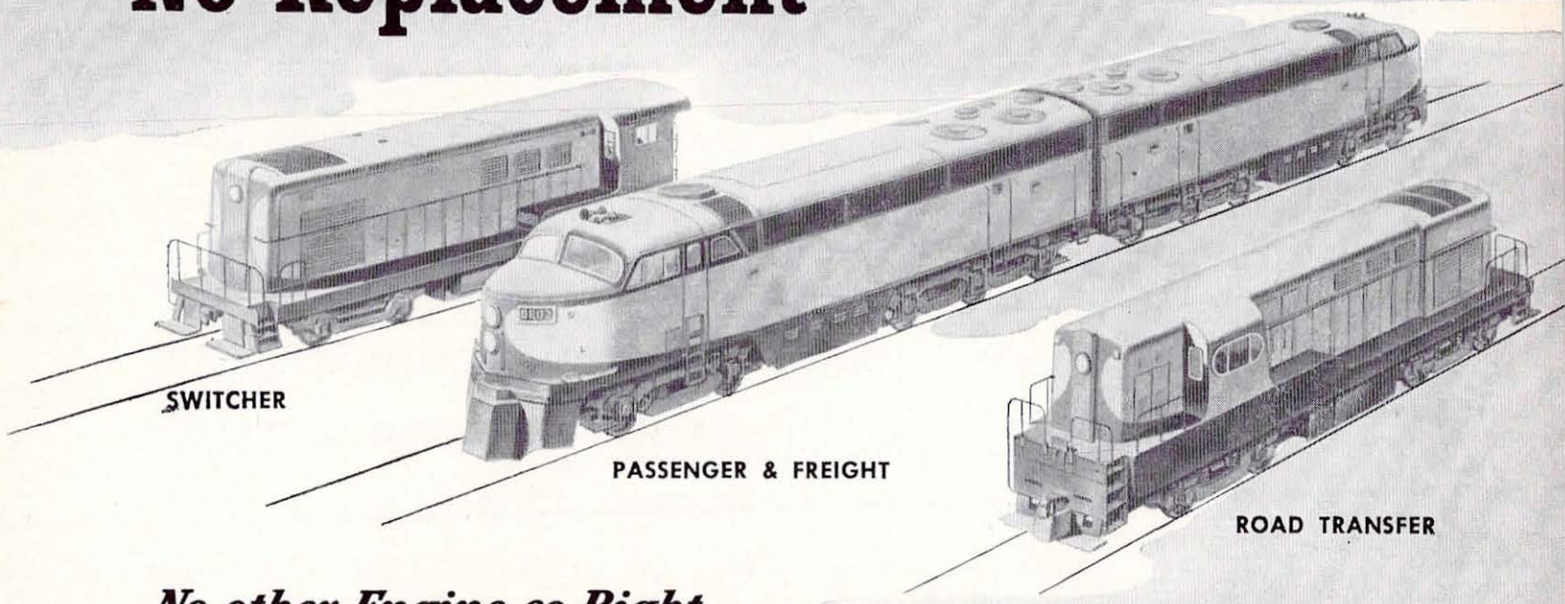
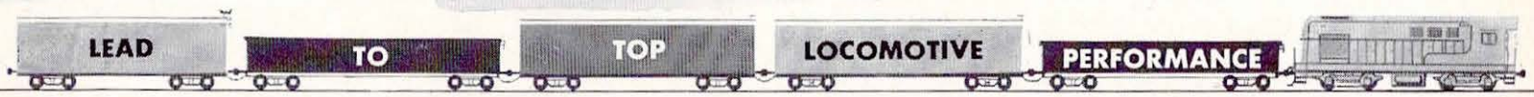


No other Engine so Right for all classes of Railroad Service!



Opposed-Piston Horsepower!

FAIRBANKS-MORSE, *a name worth remembering*

DIESEL LOCOMOTIVES AND ENGINES • ELECTRICAL MACHINERY • PUMPS • SCALES
HOME WATER SERVICE EQUIPMENT • RAIL CARS • FARM MACHINERY • MAGNETOS

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JANUARY 1952

Name of road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1952	Total (inc. misc.) 1951	Operating Expenses: Maint. Way and Structures: Total 1952	Total 1951	Deprec. and Retirements	Maint. Equipment: Total 1952	Total 1951	Deprec. and Retirements	Traffic	Transportation	Total 1952	Total 1951	Operating ratio 1952	Operating ratio 1951	Net from railway operation	Railway tax accruals	Net railway operating income 1952	Net railway operating income 1951
Akron, Canton & Youngstown	Jan.	171	$467	....	$475	$466	$69	$60	$6	$61	$39	$16	$34	$136	$339	$299	71.3	64.1	$136	$67	$49	$65
Atchison, Topeka & Santa Fe	Jan.	13,074	38,764	$4,664	47,906	47,141	6,334	5,956	601	8,645	8,570	1,665	1,090	15,987	34,232	32,623	71.5	69.2	13,674	8,153	5,436	5,882
Atlanta & St. Andrews Bay	Jan.	82	313	2	324	328	34	31	2	21	20	3	8	67	144	136	44.6	41.4	179	95	56	54
Atlanta & West Point	Jan.	93	284	67	404	421	44	42	5	60	55	11	15	152	297	304	73.7	72.1	106	62	30	31
Western of Alabama	Jan.	133	275	66	381	430	49	53	6	63	59	12	16	146	297	303	78.0	70.6	84	55	25	46
Atlantic & Danville	Jan.	205	162	....	166	164	35	32	2	11	8	5	12	54	123	118	74.0	72.2	43	10	14	19
Atlantic Coast Line	Jan.	5,472	12,001	2,438	15,696	14,287	2,093	3,056	117	2,575	2,370	525	365	5,152	10,857	11,549	69.2	80.8	4,839	2,925	1,609	608
Charleston & Western Carolina	Jan.	343	545	3	567	493	139	111	3	109	65	37	17	169	446	353	78.7	71.6	121	55	58	72
Baltimore & Ohio	Jan.	6,187	32,819	2,300	37,571	35,435	4,500	3,938	385	8,194	7,822	955	838	15,409	30,507	28,836	81.2	81.4	7,064	2,618	3,552	3,110
Staten Island Rapid Transit	Jan.	29	269	52	325	307	51	48	12	42	38	8	1	154	277	265	85.2	86.4	48	36	—6	—11
Bangor & Aroostook	Jan.	602	1,422	39	1,510	951	235	167	16	247	146	60	20	418	984	658	65.2	69.2	526	266	218	129
Bessemer & Lake Erie	Jan.	212	1,343	1	1,369	1,407	163	188	16	642	608	96	16	419	1,335	1,319	97.5	93.8	34	159	118	99
Boston & Maine	Jan.	1,701	5,673	964	7,434	7,729	1,389	1,206	176	1,092	1,175	162	124	3,379	6,333	5,999	85.2	77.6	1,101	560	192	556
Cambria & Indiana	Jan.	35	167	....	167	155	16	11	1	79	83	16	....	29	130	138	77.7	88.6	37	74	57	69
Canadian Pacific Lines in Maine	Jan.	234	770	63	866	785	87	100	5	146	82	8	8	313	569	462	65.7	58.8	297	33	160	210
Canadian Pacific Lines in Vermont	Jan.	90	193	12	223	234	52	45	4	35	24	....	6	130	232	192	104.1	82.2	—9	14	—78	—24
Central of Georgia	Jan.	1,786	3,123	239	3,742	3,753	573	601	43	579	588	102	128	1,571	3,058	3,059	81.7	81.5	684	381	232	234
Central of New Jersey	Jan.	411	2,894	454	3,690	3,743	489	526	74	661	664	83	58	1,885	3,275	3,315	88.8	88.1	415	418	—422	—316
Central of Pennsylvania	Jan.	207	1,668	6	1,731	1,696	161	186	13	384	434	69	25	501	1,116	1,233	64.5	73.7	615	79	799	695
Central Vermont	Jan.	422	849	64	976	894	128	113	16	167	161	12	15	448	805	722	82.5	80.7	171	45	80	77
Chesapeake & Ohio	Jan.	5,117	29,138	738	31,224	28,169	4,228	3,699	353	6,520	5,155	1,365	544	10,284	22,807	19,987	73.0	71.0	8,417	4,333	4,477	3,342
Chicago & Eastern Illinois	Jan.	868	2,344	306	2,976	2,880	336	338	25	427	396	114	116	1,105	2,160	2,039	72.6	70.8	816	345	376	372
Chicago & Illinois Midland	Jan.	130	627	....	647	933	81	105	7	193	160	21	37	222	575	576	88.9	61.7	71	44	11	157
Chicago & North Western	Jan.	7,915	12,410	1,961	16,410	16,716	2,362	2,126	348	3,190	2,988	742	352	8,220	15,016	13,934	91.5	83.4	1,394	1,065	—80	978
Chicago, Burlington & Quincy	Jan.	8,834	17,777	1,692	21,593	21,370	2,556	2,245	338	3,826	3,123	692	457	8,052	15,744	14,451	72.9	67.6	5,849	3,268	2,109	2,885
Chicago Great Western	Jan.	1,474	2,729	21	2,931	2,999	450	408	37	400	361	115	101	979	1,997	1,986	68.1	66.2	934	310	327	314
Chicago, Indianapolis & Louisville	Jan.	541	1,475	75	1,670	1,806	317	289	18	251	272	63	82	633	1,374	1,386	82.3	76.7	296	105	86	144
Chicago, Milw., St. Paul & Pacific	Jan.	10,671	17,622	1,750	21,525	21,690	2,710	2,407	363	4,869	4,056	951	427	9,649	18,770	17,331	87.2	79.9	2,754	1,551	751	1,480
Chicago, Rock Island & Pacific	Jan	7,916	13,949	1,947	17,524	17,495	1,933	1,626	242	2,804	2,455	462	501	6,756	12,822	11,914	73.2	68.1	4,701	2,078	1,916	2,212
Chic., St. Paul, Minn. & Omaha	Jan.	1,617	2,425	212	2,896	2,793	378	315	51	421	424	87	68	1,550	2,554	2,480	88.2	88.8	343	189	—47	—18
Clinchfield	Jan.	317	2,126	1	2,138	2,113	288	256	17	353	317	83	40	504	1,223	1,058	57.2	50.1	915	214	859	1,014
Colorado & Southern	Jan.	736	1,018	97	1,238	1,234	124	122	18	204	176	35	30	492	909	872	73.4	70.7	329	186	110	118
Ft. Worth & Denver	Jan.	804	1,624	176	1,974	1,703	238	241	35	239	237	29	58	755	1,392	1,283	70.5	75.3	582	222	259	161
Colorado & Wyoming	Jan.	41	171	....	273	287	26	19	2	38	23	6	1	116	193	157	70.0	54.6	82	53	27	44
Columbus & Greenville	Jan.	168	164	....	172	198	41	41	4	29	31	6	4	51	144	145	83.5	73.3	28	20	14	30
Delaware & Hudson	Jan.	793	4,793	188	5,141	5,253	577	500	67	1,090	997	136	82	1,969	3,922	3,660	76.3	69.7	1,220	732	559	758
Delaware, Lackawanna & Western	Jan.	964	6,081	835	7,733	7,339	740	702	121	1,436	1,299	287	169	3,497	6,129	5,759	79.3	78.5	1,603	804	792	714
Denver & Rio Grande Western	Jan.	2,333	5,512	258	6,004	6,269	815	542	94	1,196	1,269	219	182	2,215	4,699	4,464	78.3	71.2	1,305	721	538	888
Detroit & Mackinac	Jan.	232	138	....	142	170	43	40	3	17	20	8	4	39	113	109	79.8	63.5	29	15	15	22
Detroit & Toledo Shore Line	Jan.	50	703	....	706	737	76	72	3	59	49	17	15	210	374	359	53.0	48.7	332	122	104	91
Detroit, Toledo & Ironton	Jan.	464	1,531	....	1,601	1,833	183	165	25	564	223	67	29	426	1,262	913	78.9	49.8	338	164	124	367
Duluth, Missabe & Iron Range	Jan.	567	337	1	386	712	870	572	65	682	689	78	9	689	2,374	2,047	615.5	287.7	—1,988	113	—2,101	—1,461
Duluth, South Shore & Atlantic	Jan.	539	540	9	574	591	109	91	10	151	111	20	23	238	542	508	94.4	85.8	32	27	3	43
Duluth, Winnipeg & Pacific	Jan.	175	634	1	642	426	51	47	4	78	59	2	5	249	391	304	60.9	71.4	251	45	112	32
Elgin, Joliet & Eastern	Jan.	236	3,638	....	4,565	4,589	394	353	24	779	607	98	32	1,846	3,204	2,751	70.2	60.0	1,361	550	156	419
Erie	Jan.	2,242	13,139	653	14,942	14,841	1,570	1,504	225	2,147	2,146	445	357	6,157	10,912	10,750	73.03	72.44	4,030	1,917	1,700	1,715
Florida East Coast	Jan.	571	2,427	888	3,659	2,967	365	412	41	545	458	76	72	1,283	2,484	2,126	67.9	71.6	1,175	408	594	466
Georgia Railroad	Jan.	321	707	42	812	835	105	109	8	124	125	25	31	333	629	618	77.5	73.9	183	39	156	191
Georgia & Florida	Jan.	360	263	....	268	316	76	87	4	33	32	7	17	85	226	234	84.3	73.9	42	18	5	42
Grand Trunk Western	Jan.	952	4,101	231	4,714	4,929	651	533	47	917	919	91	72	2,229	4,045	3,808	85.8	77.3	669	291	63	639
Can. Nat'l Lines in N. Engl.	Jan.	172	220	6	276	272	59	54	9	80	60	....	3	151	315	280	114.1	103.1	—39	24	—97	—66
Great Northern	Jan.	8,314	13,402	1,243	15,897	15,561	3,188	2,770	292	3,797	3,398	597	359	7,129	15,323	13,853	96.4	89.0	574	1,485	—1,172	192
Green Bay & Western	Jan.	224	310	....	322	358	63	74	5	37	47	14	23	90	229	239	71.0	66.7	93	45	39	59
Gulf, Mobile & Ohio	Jan.	2,878	6,699	451	7,674	7,144	1,259	1,049	62	1,323	1,363	238	262	2,319	5,515	5,463	71.9	76.5	2,160	1,013	808	640
Illinois Central	Jan.	6,539	21,181	1,951	25,658	24,847	3,895	3,575	339	4,528	4,334	723	526	9,940	19,935	18,896	77.7	76.1	5,723	3,230	1,967	2,305
Illinois Terminal	Jan.	462	739	81	922	1,003	147	136	27	163	149	35	41	427	829	766	89.93	76.33	93	63	22	97
Kansas City Southern	Jan.	891	3,484	172	3,999	3,811	360	335	33	418	379	72	92	1,207	2,191	2,006	54.8	52.6	1,808	865	699	695
Kansas, Oklahoma & Gulf	Jan.	327	635	1	641	556	58	36	6	54	41	7	26	134	297	230	46.4	41.3	344	177	128	140
Lake Superior & Ishpeming	Jan.	156	56	....	60	62	44	38	9	66	52	11	2	49	172	152	288.1	244.8	—112	28	—130	—106
Lehigh & Hudson River	Jan.	96	270	....	270	273	44	39	2	32	27	9	12	86	186	164	68.9	60.0	84	35	30	42
Lehigh & New England	Jan.	184	612	....	617	697	78	59	6	124	112	33	12	194	449	424	72.7	60.8	168	97	94	147

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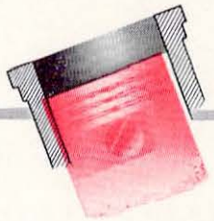
Beat Wear...



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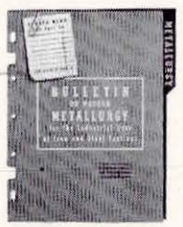

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REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF JANUARY 1952

Name of Road		Average mileage operated during period	Operating Revenues — Freight	Pass.	Total (inc. misc.) 1952	Total (inc. misc.) 1951	Operating Expenses — Maint. Way and Structures — Total 1952	Total 1951	Deprec. and Retirements	Maint. Equipment — Total 1952	Total 1951	Deprec. and Retirements	Traffic	Transportation	Total 1952	Total 1951	Operating ratio 1952	Operating ratio 1951	Net from railway operation	Railway tax accruals	Net railway operating income 1952	Net railway operating income 1951
Lehigh Valley	Jan.	1,220	6,045	400	6,847	6,617	802	726	104	1,075	1,158	202	150	2,591	4,880	4,874	71.3	73.7	1,966	991	1,036	1,024
Long Island	Jan.	365	1,119	2,797	4,186	4,024	626	581	86	844	780	117	11	3,498	5,160	3,771	123.3	93.7	—974	497	—1,719	—486
Louisiana & Arkansas	Jan.	756	2,070	66	2,205	2,049	331	343	23	252	245	70	75	585	1,315	1,290	59.6	63.0	890	472	366	249
Louisville & Nashville	Jan.	4,765	17,481	1,339	20,250	19,722	2,727	2,356	225	4,040	3,485	624	325	7,086	14,863	14,071	73.4	71.3	5,386	3,410	2,696	2,620
Maine Central	Jan.	981	2,303	133	2,595	2,312	433	370	27	407	369	70	21	872	1,810	1,568	69.8	67.8	785	406	296	307
Midland Valley	Jan.	334	160	....	163	197	45	36	9	14	12	3	5	60	130	116	80.1	58.7	32	17	6	52
Minneapolis & St. Louis	Jan.	1,406	1,834	6	1,892	1,915	258	276	24	281	258	69	119	613	1,381	1,387	73.0	72.4	511	299	188	214
Minn., St. Paul & S. Ste. Marie	Jan.	3,224	2,368	80	2,619	2,744	542	474	44	712	636	98	83	1,361	2,821	2,576	107.7	93.9	—202	215	—374	—1
Mississippi Central	Jan.	148	222	....	226	221	45	39	2	30	30	3	13	63	162	151	71.8	68.5	64	26	26	29
Missouri-Illinois	Jan.	172	408	....	413	438	69	60	4	81	68	20	10	113	284	247	68.7	56.4	129	80	64	74
Missouri-Kansas-Texas Lines	Jan.	3,242	5,641	398	6,644	7,222	973	849	95	1,009	932	211	262	2,523	5,097	5,016	76.7	69.5	1,547	677	615	776
Missouri Pacific	Jan.	6,950	17,018	1,168	20,144	20,550	2,811	3,127	240	3,769	3,633	678	464	7,604	15,302	15,241	76.0	74.2	4,843	1,852	2,584	2,417
International-Great Northern	Jan.	1,104	2,759	220	3,289	3,259	618	667	32	544	500	100	56	1,260	2,613	2,588	79.5	79.4	676	231	301	281
Gulf Coast Lines	Jan.	1,727	3,622	93	3,953	4,233	700	750	....	533	559	....	88	1,235	2,692	2,842	68.1	67.1	1,261	624	406	460
Monongahela	Jan.	178	755	....	759	769	105	82	11	103	86	8	1	291	506	435	66.7	56.5	252	67	24	119
Montour	Jan.	51	217	....	218	229	23	5	3	82	88	17	1	96	212	198	97.3	86.2	6	38	39	44
Nashville, Chatt. & St. Louis	Jan.	1,032	2,784	166	3,309	3,170	527	407	50	479	442	118	115	1,172	2,418	2,232	73.1	70.4	891	448	418	454
New York Central	Jan.	10,725	50,957	11,976	71,358	69,054	10,199	9,116	922	14,819	14,214	2,154	1,087	32,589	62,143	59,566	87.1	86.3	9,215	5,186	2,471	2,382
Pittsburgh & Lake Erie	Jan.	221	4,090	91	4,377	4,178	512	504	45	1,241	1,153	226	75	1,469	3,533	3,420	80.7	81.9	843	598	914	688
New York, Chicago & St. Louis	Jan.	2,188	12,639	218	13,243	14,122	1,818	1,538	170	2,155	2,030	317	323	4,563	9,352	9,482	70.6	67.1	3,891	1,922	1,611	1,797
New York, New Haven & Hartford	Jan.	1,793	7,782	4,377	13,743	13,488	1,826	1,657	256	2,118	2,057	363	192	6,009	10,923	10,220	79.5	75.8	2,820	1,100	904	1,102
New York Connecting	Jan.	21	306	....	328	270	61	69	25	20	19	....	....	67	152	150	46.2	55.6	176	81	114	81
New York, Ontario & Western	Jan.	541	545	....	567	647	102	82	18	85	82	23	25	274	519	507	91.5	78.5	48	37	—48	33
New York, Susquehanna & Western	Jan.	120	384	40	444	461	54	50	5	60	47	12	8	203	359	314	80.8	68.1	85	32	22	75
Norfolk & Western	Jan.	2,135	16,482	478	17,860	16,273	2,302	2,068	282	3,980	3,368	563	274	5,541	12,744	11,233	71.4	69.0	5,116	3,768	2,248	2,272
Norfolk Southern	Jan.	643	935	....	962	900	181	156	13	128	109	22	45	314	746	686	77.5	76.3	216	108	63	53
Northern Pacific	Jan.	6,887	10,523	647	12,265	11,947	2,237	1,700	297	3,009	2,625	467	292	5,886	12,158	10,346	99.2	86.6	96	1,205	—719	966
Northwestern Pacific	Jan.	331	685	2	717	799	297	210	17	87	98	4	5	365	769	696	107.4	87.1	—53	52	—184	—3
Oklahoma City-Ada-Atoka	Jan.	132	99	....	99	95	19	19	2	13	2	....	2	23	61	48	61.0	51.1	39	16	9	12
Pennsylvania	Jan.	10,120	64,478	15,125	87,931	83,936	11,761	9,096	1,370	19,834	21,196	2,320	1,328	39,351	75,730	71,924	86.1	85.7	12,202	5,681	5,013	5,257
Pennsylvania-Reading Seashore Lines	Jan.	364	623	119	774	764	212	201	25	97	87	16	10	556	914	873	118.1	114.2	—140	104	—361	—332
Pittsburg & Shawmut	Jan.	97	184	....	184	242	23	20	5	64	53	6	4	52	151	147	82.1	60.8	33	6	50	60
Pittsburgh & West Virginia	Jan.	132	698	....	706	782	104	145	23	205	163	33	53	190	579	603	82.0	77.2	127	79	93	125
Reading	Jan.	1,322	10,391	603	11,810	10,956	1,575	1,310	208	2,310	2,101	383	151	4,759	9,145	8,331	77.4	76.0	2,665	1,279	1,289	1,211
Richmond, Fredericksburg & Potomac	Jan.	118	1,573	681	2,551	2,299	279	218	24	288	262	63	20	787	1,528	1,374	59.9	59.8	1,023	589	320	354
Rutland	Jan.	397	413	22	516	499	80	78	10	89	81	13	19	241	456	457	88.4	91.6	60	34	11	—9
Sacramento Northern	Jan.	271	195	....	199	266	59	52	4	15	19	....	2	80	166	161	83.3	60.7	33	15	—2	71
St. Louis-San Francisco	Jan.	4,601	8,645	687	10,163	10,273	1,676	1,621	137	1,726	1,785	180	285	3,900	8,081	7,932	79.5	77.2	2,082	1,235	866	1,132
St. Louis, San Francisco & Texas	Jan.	159	384	7	416	331	48	44	4	33	31	1	21	166	280	238	67.2	72.1	136	—21	107	19
St. Louis Southwestern Lines	Jan.	1,569	5,783	56	6,089	6,182	626	563	53	675	644	93	171	1,768	3,429	3,254	56.3	52.6	2,659	1,687	788	836
Seaboard Air Line	Jan.	4,145	11,590	1,686	14,384	13,552	2,192	2,151	172	2,362	2,153	476	371	4,720	10,238	9,656	71.2	71.3	4,147	1,889	1,869	1,624
Southern	Jan.	6,306	18,646	1,701	22,127	21,773	3,082	2,976	243	4,199	3,901	714	435	7,989	16,633	15,838	75.2	72.7	5,493	3,037	2,123	2,304
Alabama Great Southern	Jan.	326	1,341	100	1,566	1,574	245	227	15	386	379	81	34	574	1,305	1,256	83.4	79.8	261	190	78	146
Cin., New Orleans & Texas Pacific	Jan.	337	3,105	242	3,541	3,455	459	435	29	783	756	163	65	1,010	2,458	2,316	69.4	67.0	1,083	680	484	521
Georgia Southern & Florida	Jan.	397	587	110	770	742	166	159	5	71	64	10	7	239	509	473	66.1	63.7	261	89	58	67
New Orleans & Northeastern	Jan.	203	691	57	817	1,091	192	161	15	134	108	27	21	244	639	586	78.2	53.7	178	133	31	166
Southern Pacific	Jan.	8,136	34,346	3,532	40,706	41,684	4,636	4,569	428	8,391	7,910	1,502	839	16,399	32,302	30,514	79.4	73.2	8,404	4,793	3,279	4,131
Texas & New Orleans	Jan.	4,291	10,849	787	12,492	12,272	1,796	1,927	120	1,840	1,617	89	268	4,306	8,722	8,713	69.8	71.0	3,771	1,795	1,084	1,267
Spokane International	Jan.	152	196	1	209	173	71	57	2	24	18	8	5	62	172	141	82.3	81.3	37	13	13	12
Spokane, Portland & Seattle	Jan.	931	2,053	199	2,306	2,241	351	330	44	346	241	84	30	765	1,583	1,398	68.7	62.4	722	265	457	600
Tennessee Central	Jan.	286	431	5	460	455	100	86	5	70	68	18	10	164	365	331	79.4	72.6	95	25	35	56
Texas & Northern	Jan.	8	75	....	81	119	5	11	....	10	8	2	1	18	39	53	48.3	44.9	42	21	14	33
Texas & Pacific	Jan.	1,834	5,719	421	6,707	6,414	1,017	821	206	1,194	962	249	181	2,207	4,929	4,485	73.5	69.9	1,778	821	671	699
Texas Mexican	Jan.	162	236	....	261	282	72	63	6	32	25	8	8	55	186	183	71.3	65.0	75	33	24	40
Toledo, Peoria & Western	Jan.	239	606	....	613	554	81	62	6	47	31	8	42	144	348	297	56.9	53.6	264	121	97	74
Union Pacific	Jan.	9,867	32,241	3,462	39,150	39,216	4,680	3,911	385	7,737	7,315	1,153	1,016	15,293	30,969	28,141	79.1	71.8	8,182	5,697	1,647	3,034
Utah	Jan.	110	227	....	227	136	21	15	2	60	54	5	1	113	202	143	88.8	105.6	25	12	9	—14
Virginian	Jan.	611	4,466	2	4,652	3,690	531	371	57	988	742	171	46	1,028	2,692	2,058	57.9	55.8	1,960	933	1,162	759
Wabash	Jan.	2,393	7,850	480	8,993	9,740	1,099	1,060	95	1,292	1,252	323	282	3,958	7,004	6,896	77.9	70.8	1,989	833	745	1,033
Ann Arbor	Jan.	294	693	....	701	737	93	80	17	120	102	30	26	319	580	554	82.7	75.1	121	57	51	65
Western Maryland	Jan.	836	4,219	10	4,504	4,319	494	509	45	916	786	174	81	1,481	3,141	2,884	69.7	66.8	1,364	751	746	805
Western Pacific	Jan.	1,193	3,491	181	3,760	4,517	704	484	70	678	604	128	220	1,329	3,158	2,791	84.0	61.8	602	371	157	841
Wisconsin Central	Jan.	1,046	2,307	40	2,492	2,440	345	269	34	495	516	63	75	1,117	2,138	2,048	85.8	83.9	354	154	73	27

COAL HANDLER FOR THE I. C. is a powerful International TD-18, here shown digging in at Chicago's Hawthorne Yards.

Feed Lot for the Iron Horse

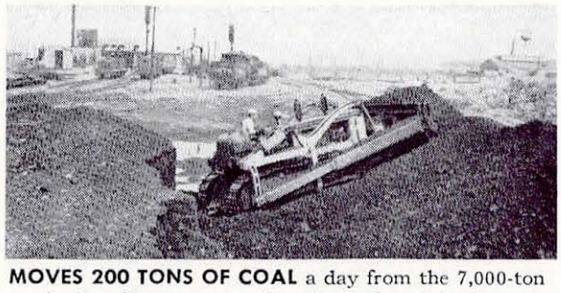
How the Illinois Central uses an International TD-18 to stock-pile and compact coal in Chicago Yards

There's still a lot of steam pulling a lot of trains, and coal handling will be a major job for years to come. At the Illinois Central's Hawthorne and Markham Yards—both on Chicago's outskirts—the coal problem used to be complicated by costly fires in the storage piles.

Then the I. C. got an International TD-18 crawler tractor to compact the piles, and the trouble stopped. Besides compacting, the rugged International moves coal from the stock piles to where power shovels can load it into tenders. During a recent electric power failure, it turned the Hawthorne roundhouse turntable. In fact, it's available for almost any off-track job anywhere in the Chicago terminal area.

Your International Industrial Distributor offers a complete line of International crawler and wheel tractors. They come with special equipment to handle a hundred jobs in yards, in shops, along the right-of-way. Ask your distributor for details. Get International *"Power that Pays!"*

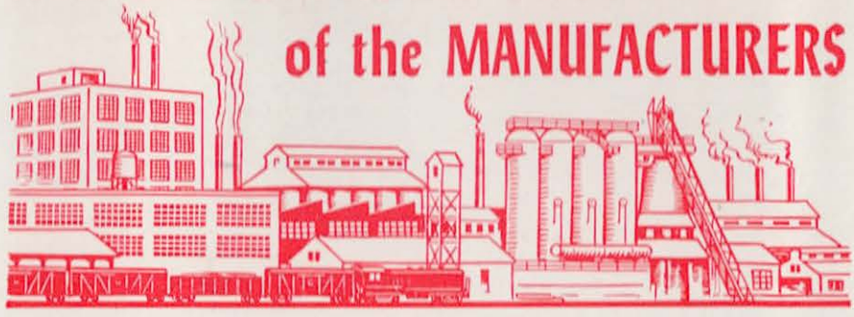
INTERNATIONAL HARVESTER COMPANY, CHICAGO 1, ILL.



MOVES 200 TONS OF COAL a day from the 7,000-ton stock pile. Also compacts the pile itself, and does similar job at nearby Markham Yards.

INTERNATIONAL INTERNATIONAL HARVESTER **POWER THAT PAYS**

NEW and IMPROVED PRODUCTS of the MANUFACTURERS

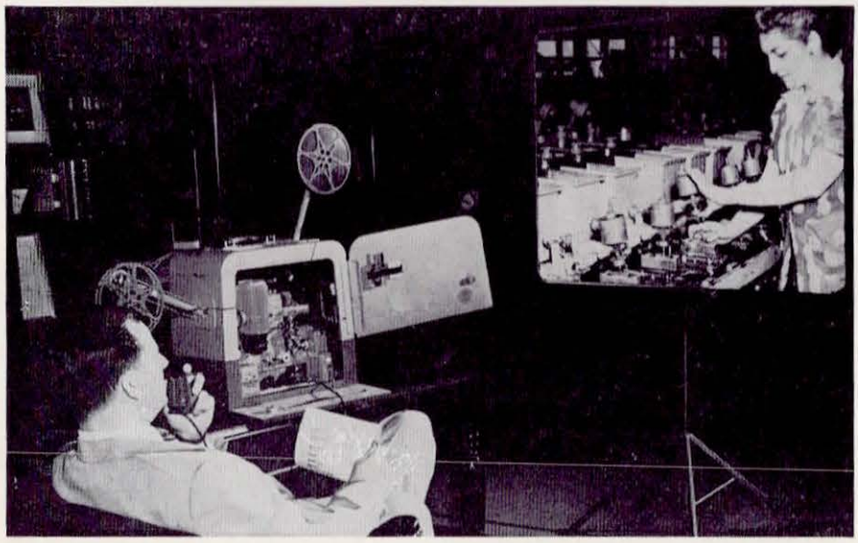


"Custom" Sound Films At Fractional Cost

Railroads may now produce their own training films — complete with a sound track that can be changed to fit the needs of each audience — at a cost of less than 10 per cent that of professional production, according to the Bell & Howell Co., Chicago. This manufacturer has applied the magnetic-tape sound-recording principle to 16 mm. motion picture equipment without disrupting the ability of a projector to handle regular ("optical" type) sound films.

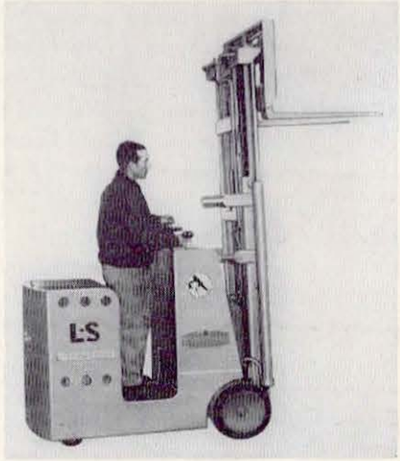
The company is also able to process existing sound films so that the projector operator may play either the regular sound track or the superimposed magnetic track at will. Thus a division superintendent may add his personal comments on the magnetic track of an existing safety film and "talk" solely to his own employees. When the film is ready to move on to the next division, the second superintendent records his personal message on this track and in this process, the original comments are automatically "erased." Yet the film's original sound track remains unaffected and is always available at the flick of a switch.

The new Model 202 projector is equipped with a microphone and recording equipment. There is no need for a soundproof room. To record on the film it is necessary only to plug in the microphone, start the projector and add the commentary as the film is shown on the screen. "Flubs" can be quickly and easily corrected. The projector will also handle conventional sound films, silent films and will double as a public address system or as a regular speech recorder. It will handle films up to 2,000 feet in length. It is only 2 inches higher and 12 lb. heavier than the company's conventional sound projector.



Sound track is added as film is being shown.

Controls differ little from those of a conventional projector.



An electric fork truck of 1,500 lb. capacity, designed for freight station work, has been announced by Lewis-Shepard, Inc., Watertown, Mass. Turning radius of the "Spacemaster 59" is 59 in., lifting speed is 50 ft. per min. loaded and speed is 6 m.p.h.

Grandpa Never Threw a Thing Away

It's only human to want to hold on to things after they've outlived their usefulness. That's why today millions of tons of worn-out and obsolete equipment and machinery are lying forgotten in the country's plants and factories and on farms.

The steel industry needs these millions of tons of dormant scrap, needs it in the worst way. With this vital dormant scrap the entire steel supply picture would brighten up, with more steel for everybody. But without it, the steel industry cannot hope to keep up production at present levels.

Call in a scrap dealer now, today. He will buy your dormant scrap and start it moving toward the steel mills.

BETHLEHEM STEEL

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

More Scrap Today... More Steel Tomorrow

For additional information, use postcard on pages 65, 66

HOW MANY *of these articles*

RAILWAY AGE

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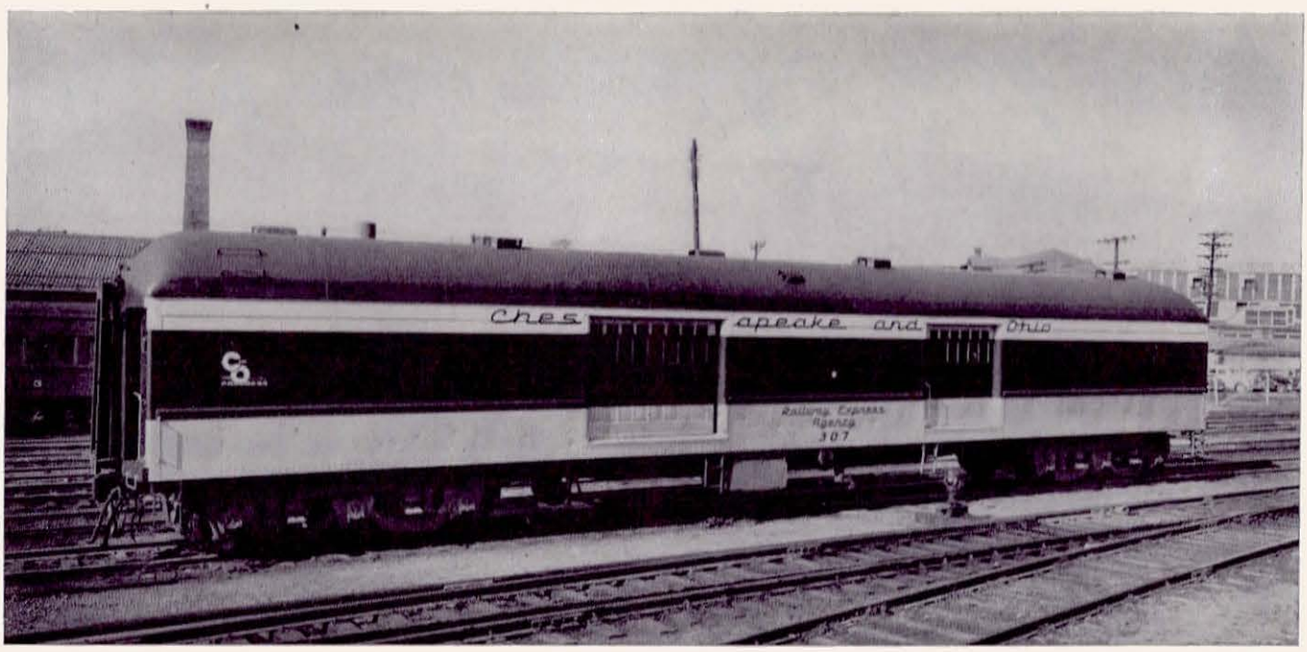

On Head-End Cars

Their performance in head-end cars is a good, practical illustration of the dependability and trouble-free characteristics of EDISON Nickel-Iron-Alkaline Storage Batteries.

Head-end cars are subject to more off-line operation than other passenger-train cars, with the result that the batteries receive less regular maintenance. Yet EDISON batteries, as a general average, give the same long, trouble-free life in such cars as in cars regularly assigned to the same runs.

Among their numerous trouble-free characteristics is the fact that, after a period of discharge, no injury will result if EDISON batteries are not immediately recharged, as, for example, in an express car making an off-line delivery followed by a few days' layover. In such a case, the battery usually supplies lamp loads during the unloading operation and may not be recharged until after the layover. Such a stand will not injure an EDISON battery whether it has been partially discharged, fully discharged or overdischarged.

Freedom from trouble under practical operating conditions not only makes for ease of maintenance but also contributes to long life and overall economy of operation. Edison Storage Battery Division of Thomas A. Edison, Incorporated, West Orange, N. J. Thomas A. Edison of Canada, Limited, Montreal.

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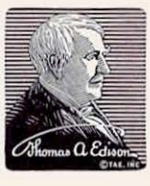

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STORAGE BATTERIES

LIGHT-WEIGHT BATTERIES FOR LIGHT-WEIGHT CARS

GETTING MORE EFFECTIVENESS IN PUBLIC RELATIONS WORK

It was maintained in this space some seven weeks ago that the present organization of railroad public relations activities is basically sound, being built on the principle of "federalism," with some responsibilities falling naturally to individual railroads, some to the regional associations, and some to the national organization. If this viewpoint is defensible, it would follow that the national organization should not be criticized for not undertaking responsibility for all desirable public relations activities. On the contrary, it must and should leave a substantial part of the total task to the regional associations and to the individual railroads.

This point of view on the division of public relations functions elicited many expressions of agreement, and no strong dissents—but some further questions were asked, among them the following:

1. Granting that public relations activities should be divided on the "federal" principle—what kinds of projects properly belong to the national association, which to the regional associations, and which to the individual railroads?

2. What is the proper dividing line between public relations work and legislative effort, and how can the two be best coordinated?

3. What is the dividing line between public relations and employee relations, and how coordinate them?

The answers to such searching and comprehensive questions cannot be adequate in the space here available. To the first question, however, a partial answer would be that tasks which require a minimum of conferring to reach agreement, and where differences in local treatment are not required, are best suited to national handling. On projects where more intensive, and more frequent, discussion among participants is needed, and where regional differences in treatment are called for, the work properly belongs to the regional associations and the individual railroads.

For example, it should not be necessary to argue that the preparation of educational materials for use in schools, and national advertising to keep the public aware of the continuing economic and military importance of the railroads, are proper functions of the Association of American Railroads. Similarly, it is not to be wondered at that railroads in regions particularly afflicted by some such menace as the St. Lawrence Seaway, or the belt conveyor or excessive liberality regarding fees and weight limitations for long-haul trucks, should wish to put forth more educational effort on these issues than the carriers to which these particular threats are more remote.

Art—Not Science

No hard and fast rules can be laid down for the most effective division of function—either territorially or as between the public relations department on the one hand and employee relations and legislative departments on the other. This conclusion follows from the fact that public relations is an art rather than an exact science. The best assurance that the job will be done with maximum effectiveness on all occasions lies in better facilities for performance and self-improvement on the part of the public relations officers on individual railroads. From more thorough mastery of this art and larger opportunity for its exercise on individual railroads, more effective performance at the association level would naturally follow. More helpful, perhaps, than anything else would be a broader understanding by top managements and other railroad departments of what the public relations department can and should do for the railroads—thereby assuring to that department full

opportunity for performance, and parallel responsibility for results.

Some railroads employ a public relations man, but give him no duties except keeping contact with the newspapers. Press relations is an important part of public relations, but it is only a part—and, on the individual railroad, it is the lesser part. The public relations officer's big job on the individual railroad is internal. His internal assignment is, or should be, that of a staff man whose job is to advise management, and instruct and assist the supervisory force, in "making the company a good place to work" and in "making the company a good neighbor" toward its customers and the community.

Toward Professional Standing?

There has been some discussion among railroad public relations officers, pro and con, on the need by them for some kind of professional society. They meet with each other frequently, it is true, but primarily for discussion of the public relations problems of the national and regional associations—seldom their own problems in their individual companies.

The variations from road to road in the public relations officer's assignment are wider, perhaps, than those of any other position of comparable importance. On some roads, his authority embraces employee relations and advertising—elsewhere he is rather closely restricted to press relations. In some places he has, in an employee magazine, a vehicle for communication with employees—but his facilities for communication with supervisory forces may be less effective, even though there is small hope that a message or program will be "sold" to employees, until it is first understood and accepted by the supervisors. On some properties there is close liaison between public relations and legal staffs—on others the reverse. Some public relations departments have the assistance of "outside" counsel, and like it. Others don't want it.

And when a railroad management wants to employ a public relations officer—should it hire a newspaper man with the hope of teaching him railroading, or promote a railroad man and expect him to educate himself in the technique of public and human relations? And how can he best go about getting this education?

If public relations men would devote more of their time to discussing these and similar questions—and get their conclusions into circulation among management and other railroad men—what other one course could they pursue, so well calculated to raise the effectiveness of public relations performance? Whether such discussion and mutual education could best be carried on by a separate professional organization, or less formally through their existing organizations, is a question the public relations officers can best decide for themselves. Most railroad jobs which have risen from a poorly defined status to recognized scope and importance have attained their improved standing by virtue of the effort at mutual help in professional advancement exerted by the holders of these positions.

DO IMPACT RECORDERS DESERVE WIDER USAGE?

Opinion on the desirability of impact recorders is somewhat dependent on the department with which the man who renders the opinion is connected. A car department officer may not favor them too highly because his department may have to devote scarce man-hours, already limited in supply, to their installation and removal, without any direct appreciable benefit accruing to the car department. A damage-prevention man is more apt to favor extended use of impact recorders because the information gained by his department from their usage will be of demonstrable benefit chiefly to his department.

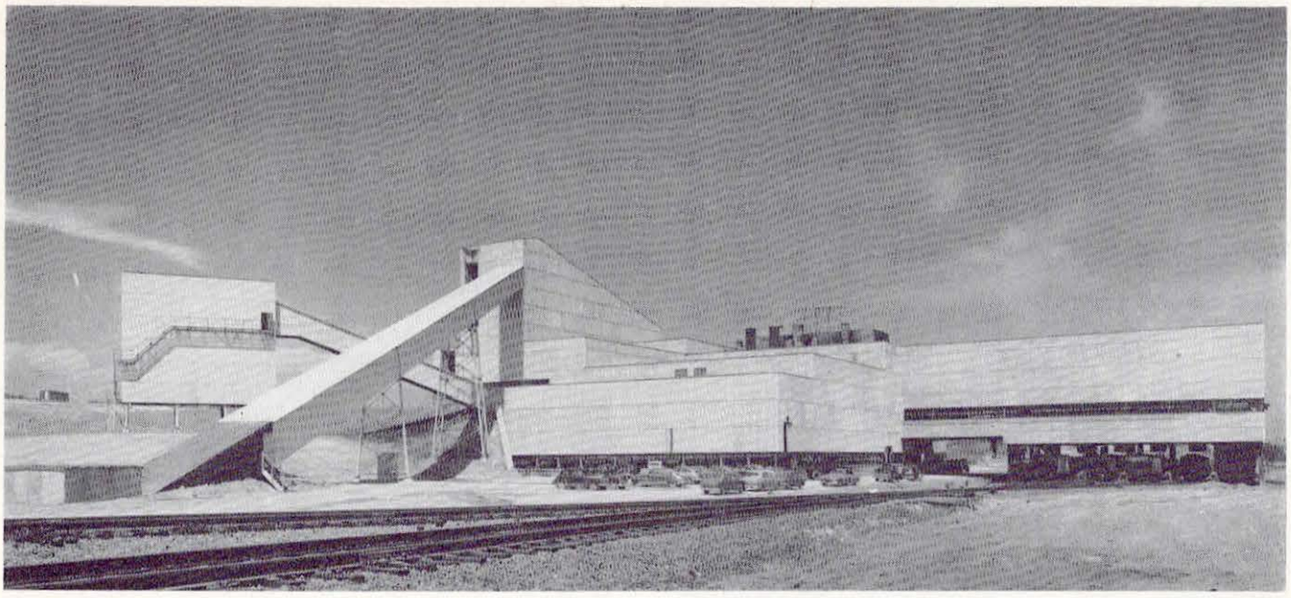
Diversity of opinion exists also within each department. Some carmen would like to see impact recorders used more widely while others object; many damage-prevention men would like to see their use extended, but there are some who do not think much of them. One of the principal objections appears to stem from expecting too much of the device.

While the impact recorder can perform a useful function in damage prevention, this function is limited. It will not, of course, eliminate damage by itself, nor will it eliminate the need for other educational effort. Its value can be considered somewhat analogous to an oil gage on an automobile. If an oil line breaks or if the oil supply gets low, the gage will register zero pressure or it will flutter. It will not stop the engine by itself to prevent burning it up. Like the oil gage, the impact recorder will not do the whole job in eliminating damage but it can serve as an indicator of the possible cause.

While the impact recorder will not reduce damage due to rough switching or to running too fast when the track or the car is in poor shape, it can help to prevent future damage by showing where, when and how past damage has occurred. It can be particularly helpful, as one railroad has learned, for teaching freight-train operating people the things they are doing that damage lading. There are many cases where a thoroughly conscientious engineman has for many years been performing a certain operation in a way that causes damage, without his realizing it. An impact recorder properly used will point out possible sources of such damage.

INDEX TO VOLUME 131

The index to the latest volume of *Railway Age*, July to December, 1951, is now ready for distribution, and copies may be obtained by those subscribers desiring them. Requests should be addressed to the Circulation Department, *Railway Age*, 30 Church street, New York 7. Subscribers who have in previous years made application for the index need not apply again; they will receive it as long as they continue to subscribe.



The Georgetown preparation plant. In left foreground is the raw coal conveyor which leads from the car dumper pit to the washing tables. Structure in left background is the refuse loading bin. Raw coal yard and coal dumper are farther left, out of the picture. In right background are cars for loading, on five tracks.

Joint Servicing of Coal Washing Plant Works Well for Shipper and Carriers

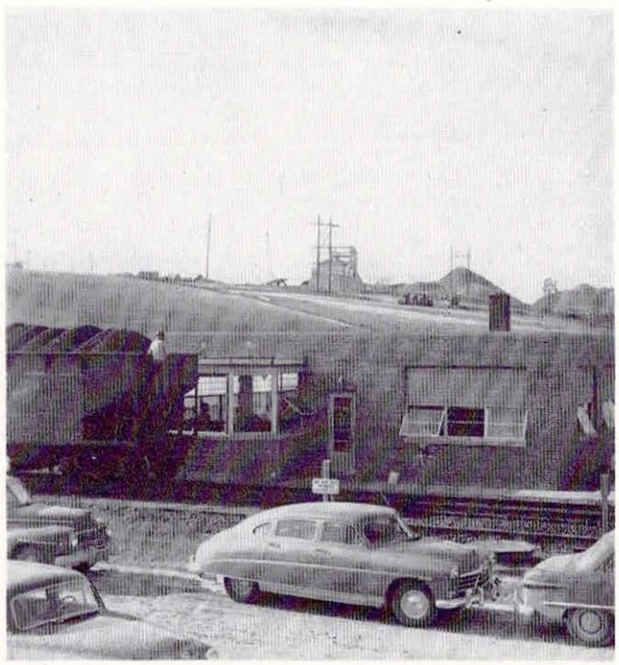
Georgetown, Ohio, facility served by Nickel Plate and Pennsylvania—Two of four yards are gravity type

At Georgetown, Ohio, near Cadiz, the Pennsylvania and New York, Chicago & St. Louis jointly are serving a coal preparation plant—said to be the world's largest—of the Hanna Coal Company Division of Pittsburgh Consolidation Coal Company, and according to the coal producer, are doing it well.

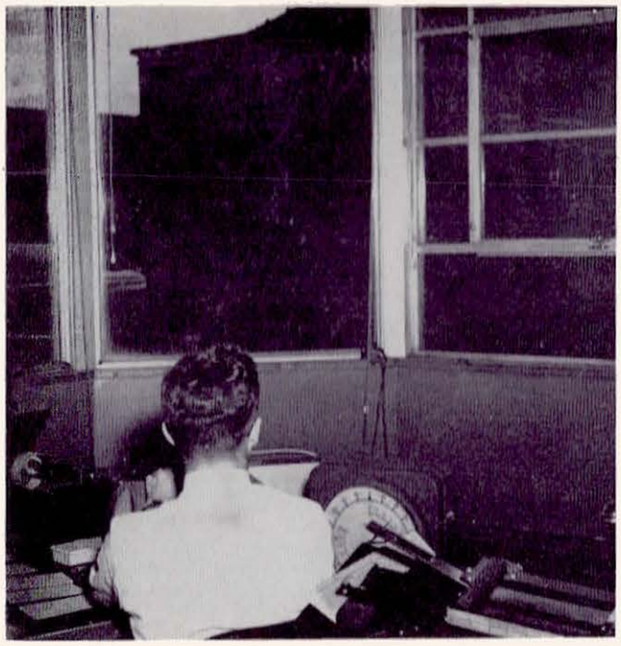
Servicing this plant means handling about 570 cars per day. The operation includes providing about 120 empty hoppers per day and moving about 150-175 loads of coal (7,500-8,750 tons) to be washed, while the outbound movement amounts to a total of 250 to 300 loads of washed coal (12,500-15,000 tons), plus some coal that is not washed at the plant.

Each road has crews servicing the area around the clock five days each week and for about 16 hours on Saturdays. Both roads had to build branch line tracks to get into Georgetown. For the P.R.R., this construction amounted to 3.9 miles, while for the Nickel Plate it was 2.2 miles. Approximately 2.3 miles of track were jointly built by the two roads. In addition, this joint project called for the building of four yards of various capacities, an office building and the installation of an "electric eye" scale.

Raw coal is brought to the washing plant from Hanna



Before going into prepared coal yard cars cross electronic scale and are weighed automatically. Left portion of building is scale house and billing office of Hanna Coal Company, while right portion is joint railroad office.



Scale operator's view of car just coming onto scale. The operator also works power switch machine (not visible) which controls switches leading to prepared coal yard.

Company strip pits and these loads, together with inbound empties, are taken to the "receiving yard" (see map). From there they are moved to the raw coal yard, as needed. From the raw coal yard cars are fed by gravity to a rotary car dumper serving the washing plant. Once the coal has been dumped, cars are dropped by gravity to the loading area where they are reloaded automatically. (Hanna Company personnel ride the cars through the gravity yard and handle the hand brakes.) From the loading area of the washing plant they are again dropped by gravity across the scale where they are weighed and, still by gravity, go to the "cleaned coal yard." From the "cleaned coal yard" loads are taken to an "assembly yard" where they are classified and made up into road trains for the Pennsylvania and the N.K.P.

This handling of coal through the cleaning plant is comparatively simple. Generally the railroads know by about 4:00 p.m. each day the requirements of the washing plant for the following day, i.e., how many cars of raw coal will be needed and from which pits, the number of empties, etc. With these things in mind, the agent at Georgetown can begin to set up the raw coal yard for the next day's work. (Empties are required because coal also is trucked to the coal preparation plant, though all clean coal is moved outbound by rail.)

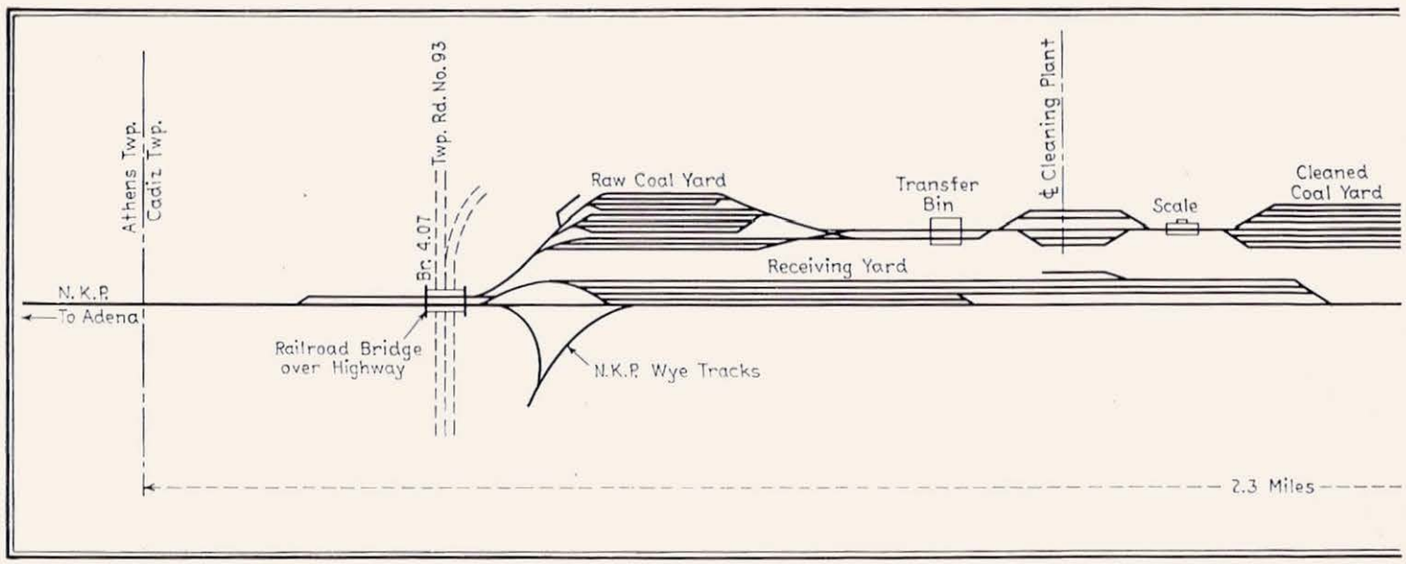
How They Operate

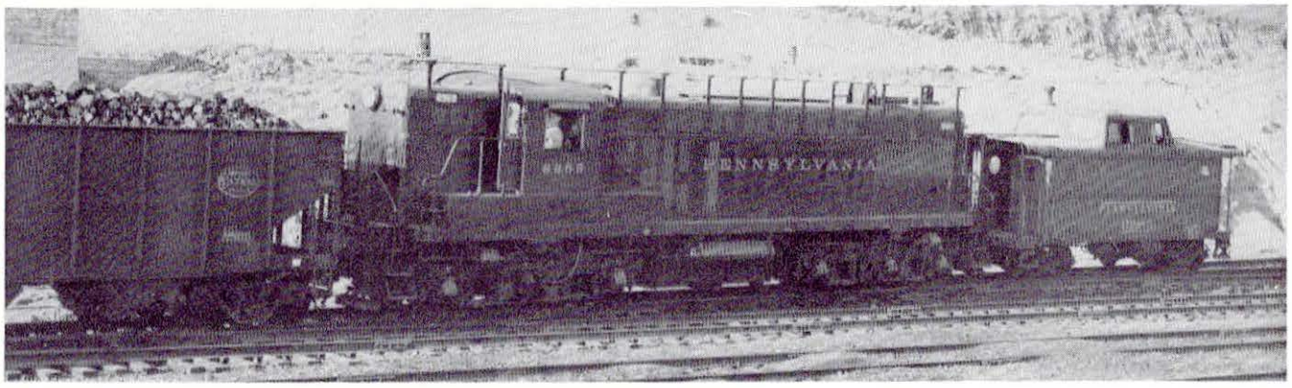
The N.K.P. makes up long trains of empties at Brewster, Ohio, about 70 miles from Georgetown, and crews in unassigned service "peddle" them down the line all the way to Georgetown, holding those destined for Georgetown and delivering them to the receiving yard. Trains of loaded cars then are taken away, and on the return trip to Brewster crews pick up other loads of coal routed via the N.K.P. from other mines. Crews in mine run service perform necessary service in placing of empties and pulling of loads at all loading points served by the Nickel Plate in the so-called No. 8 District. At Adena these crews accumulate outbound shipments for further handling to connections or destinations by crews in unassigned service operating out of Brewster as a home terminal.

At present the Pennsylvania brings in its share of empties from Mingo Junction, about 30 miles from Georgetown, as they are needed. The P.R.R. does not bring in any raw coal. Outbound, it takes coal, as billed or routed, in solid trains. At Mingo these trains are split up and cars classified according to destination.

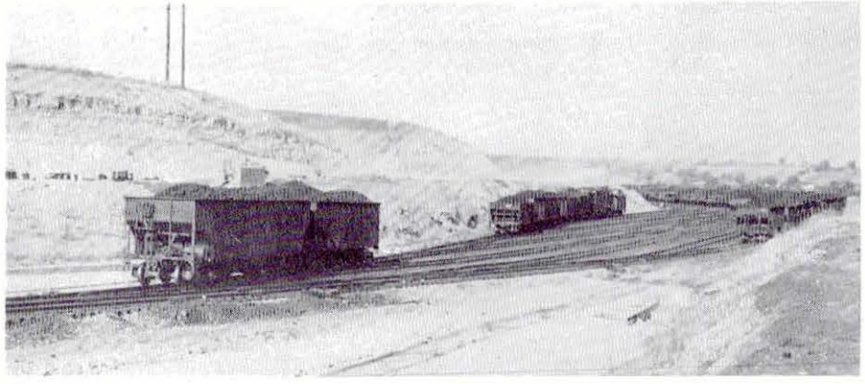
Five Loading Tracks

There are five loading tracks under the cleaning plant. This arrangement permits Hanna to load cars with any one of five different sizes of coal, ranging from lump to slack, or any mixture thereof. After these cars are loaded they drift to the scale and thence to the cleaned coal yard. The scale operator also controls a power switch machine which operates the switches leading to the tracks in the cleaned coal yard. It is at the scale, therefore, that the first classifying of cars is done. At the very least, cars are separated into two groups at this





Pennsylvania switcher pushes cars from prepared coal yard to assembly yard for making up into trains for road movement.



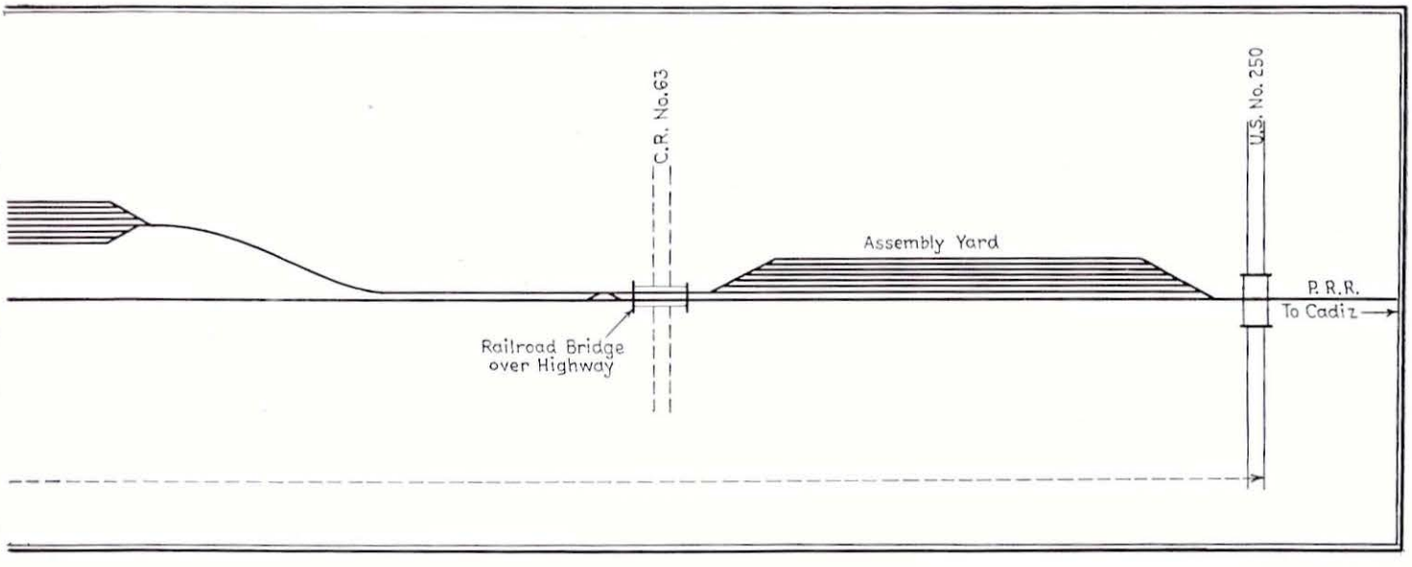
From the scale the grade is descending toward the prepared coal yard. If possible, cars go down to the yard in cuts of two or more. Assembly yard is behind coal yard.

This Nickel Plate extra is headed for Brewster with empties and loads.

point: (1) those bound via the Nickel Plate, and (2) outbound cars for the Pennsylvania.

In the raw coal yard the track capacity is about 193 cars. In the assembly yard the tracks hold about 200 cars, while capacities of cleaned coal and receiving yards are, respectively, 195 and 250 cars. Tracks in the receiving yard are long enough to hold about 69 cars, and long trains can be made up with only one doubling movement. No. 8 turnouts are used in all yards, and all switches except those leading from the scale to the cleaned coal yard are manually thrown.

Although the plant is not now operating at capacity, when doing so it will put out about 600 cars per day. Pennsylvania and Nickel Plate officers feel that this will in no way tax the operation at Georgetown—it will just make them a little busier.



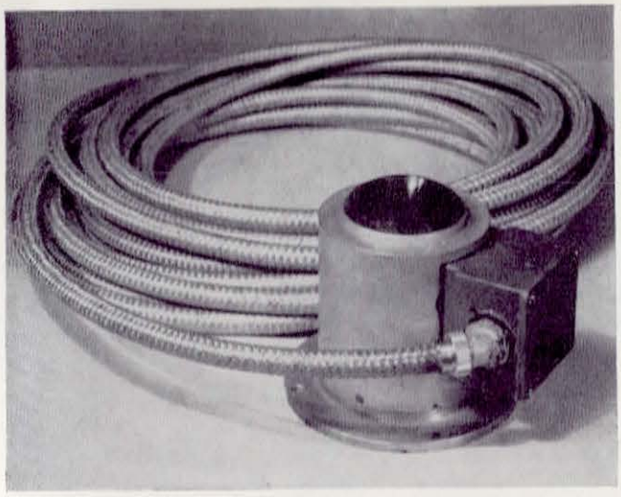


Fig. 1—This electronic weighing cell has 65,000 lb. capacity. Normally eight such cells support a track scale weighbridge.

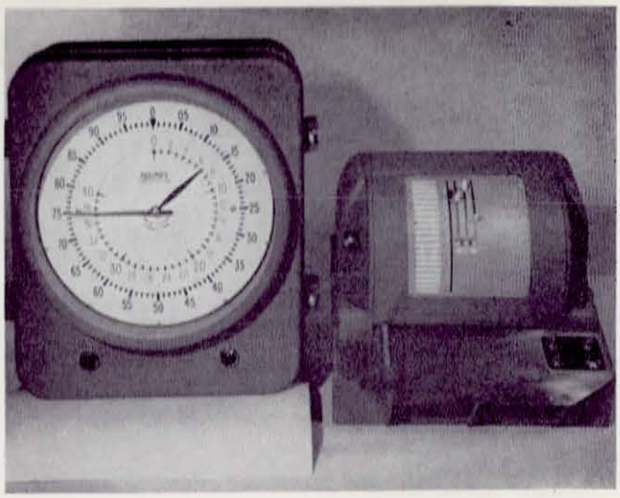


Fig. 2—Large dial visual weight indicator and ticket digital printer, showing provision for classification settings.

How the Pennsylvania Weighs Moving Cars With an Electronic Scale

Some four hundred freight cars are being weighed in motion daily by an electronic track scale in the Pennsylvania's Georgetown yard near Cadiz, described in the article on page 33. The electronic scale equipment was installed early in 1951 by the Pennsylvania in conjunction with the Hanna Coal Company, and has been in continuous daily operation since that time.

Manufactured by Cox & Stevens Aircraft Corp., Mineola, N. Y., the weighing and weight recording device is completely automatic. Freight cars roll over the scale at approximately 3 m.p.h.: the indicator comes up to weight and a weight print is made automatically on a ticket. It is only necessary for the weighmaster to place the ticket in position to receive the printed information.

The scale is a 400,000-lb. capacity unit with a 75-ft. weighbridge. Supporting the weighbridge are eight electronic cells which are the heart of the instrument. Fig. 1 shows an individual weighing cell in a water-tight jacket with its cable which connects directly to the dial indicator. The cells contain resistance-wire strain gages mounted on short steel columns. As the car rolls onto the platform these strain gages are compressed and their resistance changes in proportion to the load applied. The voltage output of the cell varies with this resistance change and is converted to a "pound" calibration on the large dial indicator.

The indication is rapid. Only three seconds are required for a 400,000-lb. travel of the indicator hands. As the indicator approaches the car weight, both mechanical and electrical damping devices are automatically introduced to stabilize the indication.

Electrically coupled to the indicator are the type wheels of the printer. By means of synchro-motors these type wheels follow the indicator hands. The electrical coupling between the indicator and the printer permits their physical separation to any desired distance. The printer follows the indicator almost simultaneously.

Fig. 2 pictures the indicator and the printer. The small inner dial scale is graduated in 10,000-lb. increments from 0 to 40, or 400,000 lb. maximum. The large outer scale is calibrated to indicate 10,000 lb. in 360 deg. of arc at increments of 100 lb.

Automatic Control System

Photoelectric cell circuits constitute the basis of the automatic control system. There are three photo cells at coupler height along the weighbridge. The first is approximately 2 ft. from the entrance to the weighbridge, the second approximately 55 ft. from the entrance, and the third 2 ft. beyond the end of the weigh rail. The first and third cells are for safety purposes only: (a) to prevent a weight print if a car is traveling too fast for the indicator to come up to the proper weight and (b) to prevent a print if another car is following too closely. The center cell starts a timer which actuates the damping and the printing of the weight. The scale has an 0.8 per cent grade and cars roll freely onto and along the platform by gravity.

The digital printer is designed to print to the nearest 100 lb. The last two digits of six figure weights have been dropped from the print. For example, 187,600 lb. is printed as "1876." Controls may be set for manual operation if desired.

To operate the equipment, a short "warm-up" period of about 15 minutes is required after the toggle switch is turned to *On*. This is to insure no drift in the zero setting. After warm-up, any change in weighbridge

weight due to snow, ice, etc., is automatically "zero'd" out by depressing the *Zero* button on the printer. The weighbridge weight at the Cadiz scale is approximately 150,000 lb. The "damp"' switch is used to reduce oscillations if necessary before the *Stop-Run* toggle switch is moved to the *Stop* position ready for printing. This *Stop-Run* switch permits retention of the weight indication so that a weight print may be made at any time after the car has left the weighbridge. Depressing the print button actuates the print mechanism when the ticket has been placed in position to receive the information.

In addition to printing the weight, provision has been made to also print the date, time, weighmaster's identification, the scale number and the tare weight of the car.

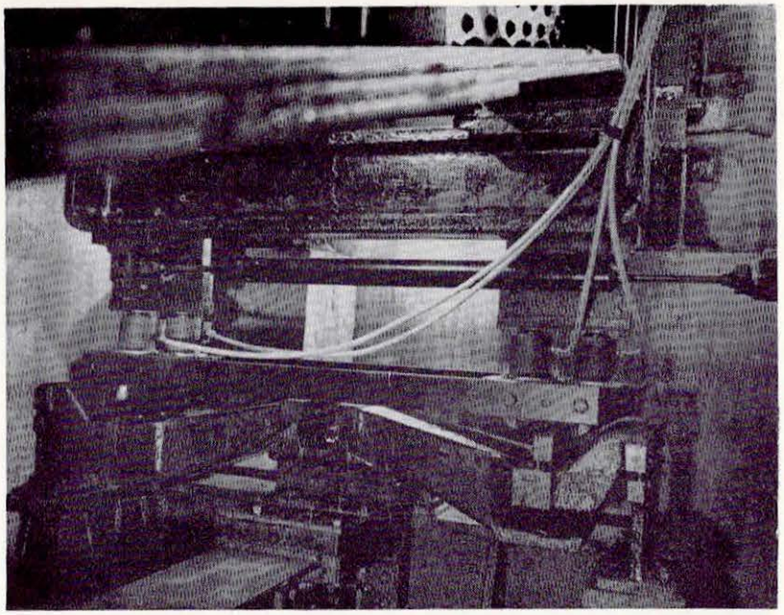


Fig. 3—Weighing cell installation in plate fulcrum lever system at one end of weighbridge at the Pennsylvania's Meadows yard, Jersey City, N. J.

Installation of the Cox & Stevens Electronic Scale is relatively simple. At Georgetown the electronic scale cells are installed in conjunction with a standard Pennsylvania plate fulcrum type beam scale. The cells that support the weighbridge are but 6 in. high so that normally the pit depth is more a function of the weighbridge structure than the scale equipment. Standard lateral and longitudinal platform tie or check rod practice is adequate.

While the Pennsylvania installation at Georgetown is not the first electronic track scale in the United States, it is said to be the first that may be considered fully automatic for motion weighing. A manually operated unit that had been under trial at the Pennsylvania's Meadows Yard at Jersey City, N. J., has recently been removed for installation on a scale where it will be used in motion weighing.

BENCH MARKS AND YARDSTICKS – 4

Under the above label, in last week's issue, we presented the "yardstick" suggested by a freight traffic manager to gage the performance of a freight traffic sales force. In brief, what he proposed was a series of indices—one for each important commodity, showing actual tonnage secured in percentage of the total available tonnage of that commodity in the road's particular territory.

This kind of gage is applicable to an entire railroad, but it is scarcely practicable to break it down by the separate districts on a given railroad, or by agencies or individual solicitors. How can the efficiency of these parts of a traffic department be measured? For instance, if an agency is judged by the ratio it gets of total business believed to be controlled in its territory, it may get credit for traffic actually secured by another office which exerted effective sales effort on the consignee.

The freight traffic manager who gave us his views on this problem says that one index he doesn't think much of is calls-per-day-per-man—having had his own performance measured that way at one point in his career. He reports: "I certainly figured how to get in and out of offices fast, whether I got any business from them or not."

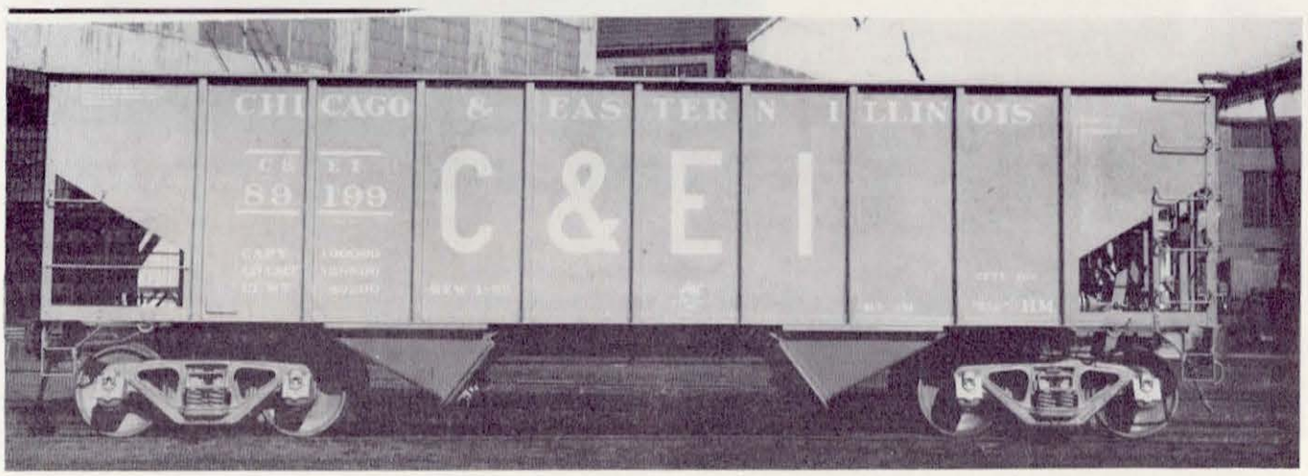
This observer concludes that, in judging the performance of an entire traffic organization, or of an agency or an individual solicitor, "I would use all the quantitative figures on performance I could get, but I would not base my final opinion on any one index or on all of them taken together. I would want to supplement the figures by my appraisal of the daily changing factors that can't be counted by number—especially the standing of solicitors in their local communities among intelligent shippers."

Most buyers appreciate salesmen who study their particular problems—and come in, not just to grab an order and run, but to contribute something toward solving the buyers' problems, whether this help means immediate business or not. Another thing, the fellow who spends a large part of his time trying to get credit for every ton of business he may have had a hand in getting, is usually not giving his very best toward actually getting business.

A wise observer has noted that actually doing a job and getting credit for doing it are two objectives which often are mutually exclusive. The fellow who excels in reaching one of these goals probably won't be too good at arriving at the other one.

If you have ideas of how—or how not—to gage performance of traffic men or any other railroad occupations, please write us about them; your identity won't be revealed unless you say so.

One of the 70-ton welded hopper cars.



A 50-ton hopper car just out of Mt. Vernon shops.

C. & E. I. Hopper Cars Are Designed For Exceptional Strength

Pressed Steel builds 1,000 cars of 70 and 50 tons capacities with slightly heavier sheets in contact with the load to reduce repairs and assure longer service life

The Chicago & Eastern Illinois is currently taking delivery from the Pressed Steel Car Company of 1,000 new and heavier hopper cars of 70 and 50 tons capacities. These cars, which cost $5,570,500, were purchased for handling increased coal business, including that from Indiana and Southern Illinois mines to defense plants in adjacent territory. They are said to be some of the strongest of their type yet built and especially well adapted to withstand both mechanical abuse and corrosion. It is anticipated that the use of thicker sheets in contact with the load will in the long run reduce repair costs, as well as out-of-service time, and extend car life five to eight years. 300 of the 70-ton cars are already delivered, and 700 50-ton cars are expected to be completed at the car builder's Mt. Vernon, Ill., plant in March. The addition of this equipment will bring the total ownership of hopper cars on the C.&E.I. to 576 70-ton cars and 2,010 50-ton cars.

The only essential difference between the two sizes of cars is the provision of three hoppers and the use of Barber Type S-2-A Stabilized trucks with 6-in. by 11-in. journals on the 70-ton cars, as compared with two

hoppers and A.S.F. Ride-Control trucks with 5½-in. by 10-in. journals on the 50-ton cars. Both cars have outside stakes for better unloading, and the attendant loss of capacity due to slightly less inside width is made up by a small increase in car length. The cars are fabricated by welding and have just a few parts applied by riveting, such as center plates, draft-gear carrier irons, roping staples, door hinges and fixtures, and safety appliances. Comparative general dimensions and weights are given in the table.

Plate Thickness

The way in which plate thickness has been increased to give longer car life at some penalty in heavier weight is illustrated by the 70-ton cars. The car sides have been increased from 3/16 in. to ¼ in. in thickness; floor sheets, hopper sheets, longitudinal hoods, crossridges and crossridge knee braces, and doors, from ¼ in. to 5/16 in. In other words, all parts of the car interior subject to wear and corrosion from the coal loading are made 1/16 in. thicker than customary when copper-bearing steel is used as a structural material.

The result is an increase in car weight from 44,600 lb. for an earlier car of this type to an average of 48,400 lb. for the present design, or 3,800 lb. Studies* have shown that hopper-car floor sheets made of copper-bearing steel lose on the average about .008 in. of thickness per year due to corrosion and this may be increased to .012 in. per year for the lower parts of hopper sheets subject to maximum corrosion and erosion. The anticipated increase in car life by adding 1/16 in. to the thickness of copper steel floor sheets is, therefore, five to eight years, against which must be charged the extra cost of heavier steel in the plates plus the expense of hauling this added dead weight around.

The center sills are A.A.R. Z-sections weighing 36.2 lb. per ft. welded together at the top. End sills are 6-in. by 3½-in. rolled angles. Side sills are 5-in by 3½-in. rolled angles from end sill to bolster and 3½-in. by 3-in. angles between bolsters with suitable reinforcement at the hoppers. The bolsters are 21-in., 68-lb. I-beams with top flanges formed to suit the floor and securely welded to the center sill. Bolster gussets larger than usual are applied one on either side of the center sill, being welded to the bolster web, upper part of the center-sill web and floor plate, thus greatly stiffening and strengthening the construction at this point.

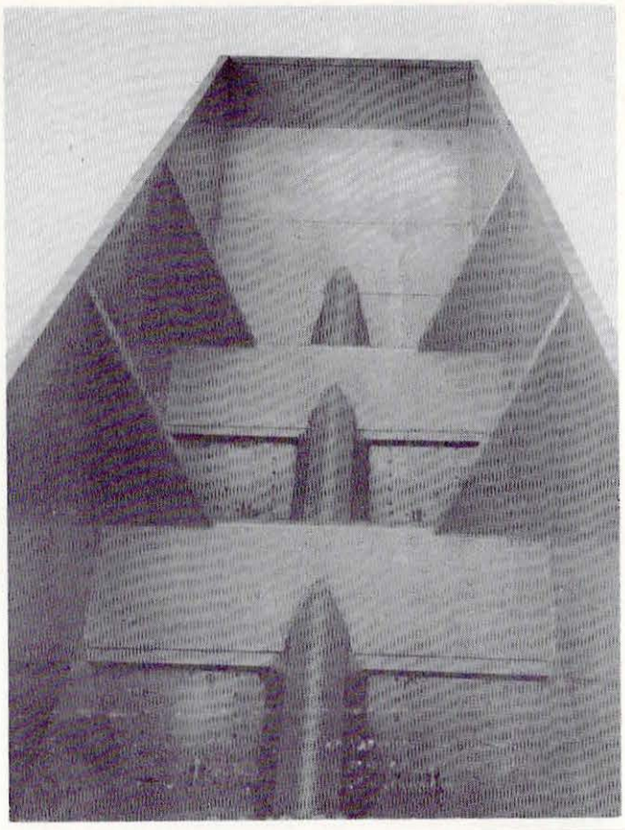
Slot-Welded

On the 70-ton cars, fabricated steel bolster center fillers are slot-welded in place in accordance with approved current practice. All bolster ends are attached to the side sheets by welded angles which distribute the load by means of two rows of welding about 8 in. apart instead of a single butt weld at the bolster web.

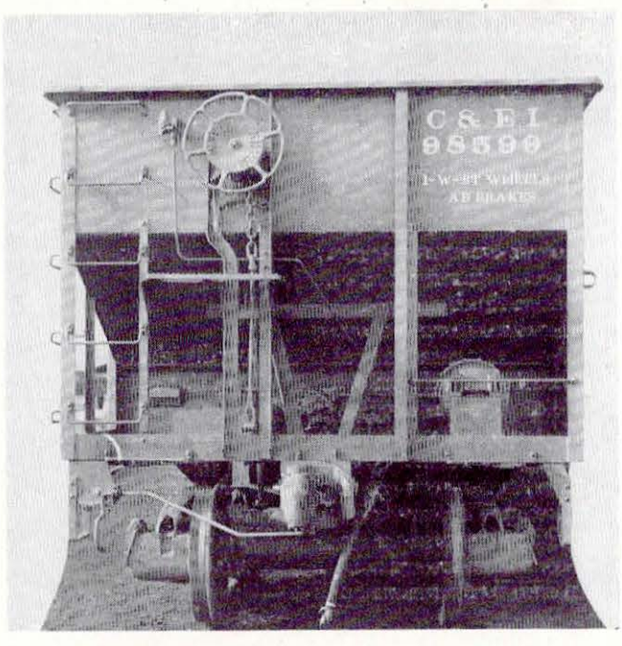
Two cross beams per car consist of 14-in., 43-lb. I-beams with the top flanges formed to suit the crossridge floor sheet and securely welded to the center sill. Front draft lugs are drop forged and welded to the center sill, striking plates being of welded construction. Rear draft lugs, welded integral with the bolster center filler, are welded to the center sills.

Diagonal braces are ¼-in. pressed steel except at the cylinder corner of the car where 5/16-in. steel is used.

*Reported in a paper by H. Malcolm Priest, manager, Railroad Research Bureau, United States Steel Corporation, presented at the Railroad Corrosion Conference sponsored by the International Nickel Company at Wrightsville Beach, N.C., May 1-3, 1951.



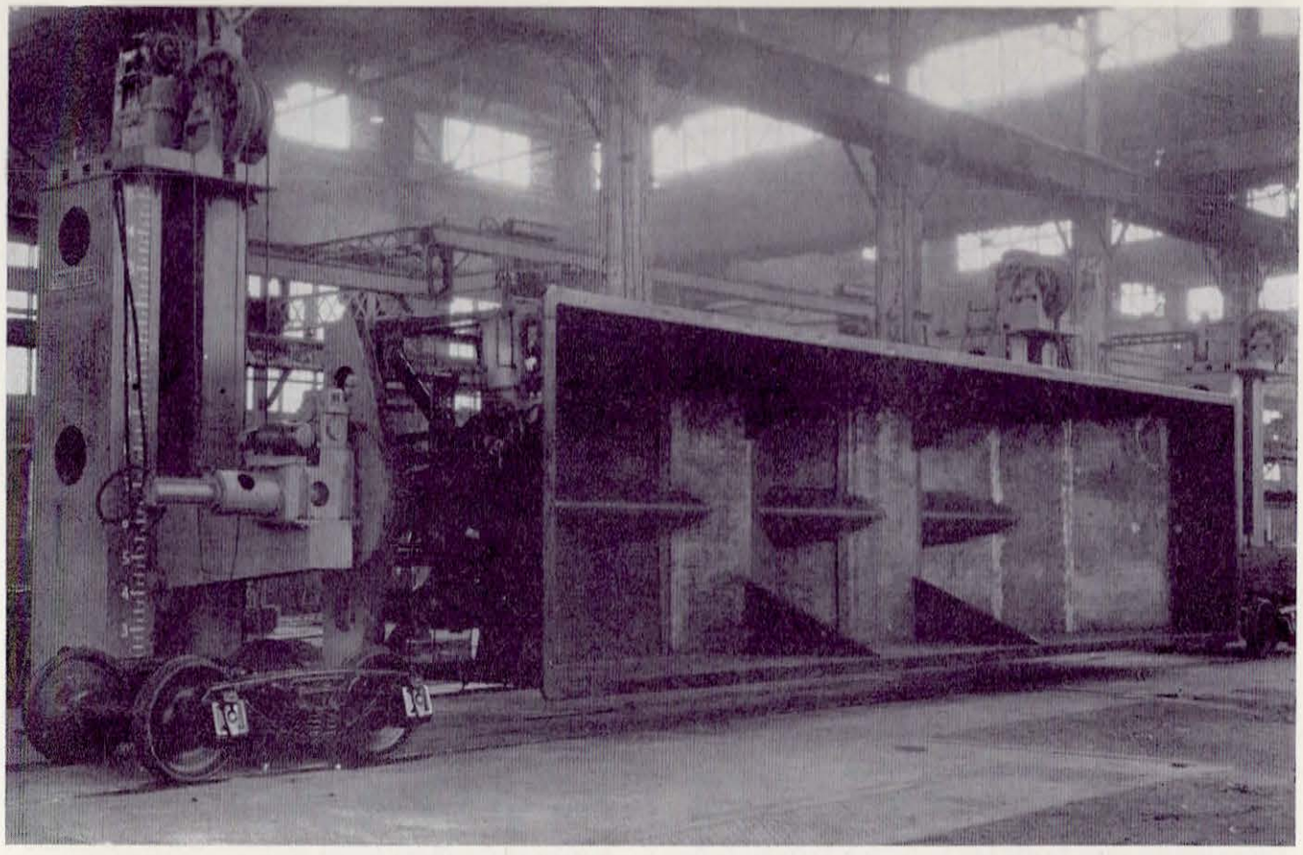
Interior of the 70-ton hopper car.



"B" end of the 70-ton car.

End posts are 3-in., 6.7-lb. Z-shapes. End sheets, 3/16 in. thick, are welded at the top to 5-in. by 3½-in. rolled bulb angles.

The ¼-in. car sides are stiffened with inside knee braces at the crossridges, made of 5/16-in. pressed steel; side stakes on the outside are ¼ in. Side stakes



A hopper car rotated in Pandjiris positioner at Mt. Vernon shops for down-hand welding.

were at one time made without flanges but in this design short flanges are provided to assure good contact and welding to the side sheets. Corner posts are 3½-in. rolled angles and longitudinal hoods are made of 5/16-in. steel.

The 5/16-in. hopper sheets are welded to the center and side sills and have 3-in., 4.1-lb. channels applied underneath the chute. The 5/16-in. crossridge sheets are formed in one piece.

The upper floor is stiffened with a 4-in., 5.4-lb. channel welded to 3½-in. angle floor supports. An additional floor stiffener, applied at the center sill, consists of a 3-in. by 2½-in. angle.

All steel plates, sheets and strips are open-hearth steel with 0.20 per cent minimum copper content, all other steel conforming to Association of American Railroads Specification M-116-49.

Car Construction

In building the C.&E.I. hopper cars at Mt. Vernon shops, every effort has been made to utilize a maximum amount of automatic and semi-automatic submerged-arc welding. In general the cars are assembled in 20 positions including two initial off-track underframe spots and nine positions each in the east and west bays with a transfer table connecting them at one end. The center sills are fabricated in the usual manner in another shop building where center fillers and longitudinal hood sheets are also applied. Car sides, side stakes and bulb angles are assembled in a separate progressive line and go through a semi-automatic welding machine where pneumatic clamps hold the steel sheets firmly together. Two welding heads are available, for example, to make welds on both sides of each side stake simultaneously. An unusual feature is exclusion from this assembly of the side sills which are built in with the underframe assembly.

In the first off-track spot, the center sill, as received from an adjoining shop, is placed in an underframe jig and crossridges, bolsters, floor sheets, slope sheets, hopper sheets and side sills are applied by tack welding. The assembly is moved by shop crane to the first track spot and mounted in an underframe position which permits readily revolving it to any angle required for most efficient welding.

Placed upside down on its own trucks, the underframe then moves through several positions where all underneath parts and equipment are applied. The underframe is righted and progresses to Position 9 on the transfer table where the car sides are applied and tack welded preliminary to complete down-hand welding in one of two exceptionally large welding positioners, a special feature of this shop.

Weldmore Positioner

Constructed by the Pandjiris Weldment Company, St. Louis, Mo., largely to specifications supplied by the Mt. Vernon shop management, each of these positioners is used quickly to engage the car end, lift the car for truck removal and revolve it to any angle through 360 deg. in three minutes. The positioner columns are rigidly

General Dimensions and Weights of Welded C. & E.I. Hopper Cars Built by Pressed Steel

	50-ton	70-ton
Number of hoppers	2	3
Length inside of body, ft.-in.	35 - 0	42 - 8
Width inside of body, ft.-in.	9 - 10	9 - 10
Width over side top angles, ft.-in.	10 - 7¼	10 - 7¼
Length over end sills, ft.-in.	35 - ⅜	42 - 8⅜
Length over striking plates, ft.-in.	36 - 0	43 - 8
Distance between truck centers, ft.-in.	26 - 0	33 - 8
Center plate height above rail, ft.-in.	2 - 1¾	2 - 1¾
Height, rail to center of coupler, ft.-in.	2 - 10½	2 - 10½
Height, rail to top of side, ft.-in.	10 - 8	10 - 8
Drop-door length in clear at bottom, ft.-in.	2 - 10	2 - 10
Drop-door length in clear at top, ft.-in.	3 - 9	3 - 9
Width of drop doors in clear, ft.-in.	2 - 3	2 - 3
Capacity, level full, cu. ft.	2,172	2,785
Journal, size, in.	5½ x 10	6 x 11
Light car weight, lb.	40,200	48,400
Truck weight per car set, lb.	14,000	16,400

Partial List of Materials and Equipment on the 1,000 New 70-Ton and 50-Ton C. & E.I. Hopper Cars

Truck side frames	(300) American Steel Foundries, Chicago (200) Buckeye Steel Castings Co., Columbus, Ohio (200) National Malleable & Steel Castings Co., Cleveland (200) Scullin Steel Co., St. Louis, Mo. (100) Symington-Gould Corp., New York
Trucks	(700) American Steel Foundries, Chicago
Truck parts	(300) Standard Car Truck Co., Chicago
Truck springs	American Locomotive Co., New York
Wheels, axles	United States Steel Co., Pittsburgh, Pa.
Roller side bearings	A. Stucki Co., Pittsburgh, Pa.
Journal bearings	Magnus Metal Corp., New York
Journal bearing wedges	Standard Forgings Corp., Chicago
Body center plates	(700) Clifford-Jacobs Forgings Co., Champaign, Ill. (300) Standard Forgings Corp., Chicago
Side-frame wear plates	Unit Truck Corp., New York
Couplers	(200) American Steel Foundries, Chicago (800) National Malleable & Steel Castings Co., Cleveland
Coupler yokes	(500) Buckeye Steel Castings Co., Columbus, Ohio (500) National Malleable & Steel Castings Co., Cleveland
Coupler release rigging	Standard Railway Equipment Mfg. Co., Chicago
Draft gears	(100) Cardwell-Westinghouse Co., Chicago (100) Peerless Equipment Co., Chicago (200) Hulson Co., Chicago (600) W. H. Miner, Inc., Chicago
Front draft lugs	Harrison Steel Castings Co., Attica, Ind.
Brake beams	(300) Chicago Railway Equipment Co., Chicago (700) American Steel Foundries, Chicago
Brake steps	(500) Apex Railway Products Co., Chicago (500) United States Gypsum Co., Chicago
Hand brakes	W. H. Miner, Inc., Chicago
Brake shoes and Lockeys	American Brake Shoe Co., New York
Truck brake levers and brake jaws	Schaefer Equipment Co., Pittsburgh
Cotter locks and guards	Central Railway Supply Co., Chicago
Dust guards	Ajax-Consolidated Co., Chicago
Defect-card holder	Motor Wheel Corp., Lansing, Mich.
Branch-pipe T-anchors, pipe clamps, draft-key retainers	Illinois Railway Equipment Co., Chicago
Door frames and fixtures	Enterprise Railway Equipment Co., Chicago

secured to a heavy foundation in the shop floor, but may be adjusted without great difficulty to varying car lengths or moved to another part of the shop if not needed for the particular type of car being built.

The point of engagement with the car body consists of a massive lifting bar with central rectangular steel plug projecting into the coupler pocket. The lifting bar also supports the end sill at each corner of the car. In operation, the car with couplers removed is rolled between the two positioner columns, lifting bars are advanced into the coupler pockets by hydraulic cylinders and safety cables applied at the corners. The car is then ready to be lifted and revolved at will, this method of attachment being designed to support the car body at or near its center of gravity. The revolving mechanism and electric drive can therefore be kept within reasonable size limits. Power for lifting and revolving the car body is supplied to both lifting heads and all electric controls are carefully synchronized and interlocked for safety.

From the Weldmore positioners the C.&E.I. hopper cars proceed along the production line for more or less conventional finishing operations. They are switched into the shot-blast house where an ingenious device is used to lift the cars while trucks are moved out of the building preparatory to shot blasting. All mill scale and dirt are removed down to the clean base metal before final painting and stenciling in the adjacent paint shop.

Similar Cars for Other Roads

With the production line timed to move at 20-min. intervals, Mt. Vernon shops turned out an average of 18 of the 70-ton cars a day. This production is increased to 25 a day with the smaller 50-ton cars. General interest in the new hopper car design is indicated by the fact that, in addition to 1,500 cars already built or nearing completion for two roads, orders have been received from two other roads for 1,500 more cars, including 1,000 of 70-ton and 500 of 50-ton capacity.

A FORMER RECREATION CAR built for the Chesapeake & Ohio has been converted into a lounge-type parlor car by the Chicago & Eastern Illinois. Now it offers 28 parlor-type high-backed chairs and a drawing room for revenue sale on a daily round trip between Chicago and Evansville, Ind. A spokesman for the road told *Railway Age* that a number of passengers had expressed preference for this type of parlor chair over the traditional revolving seat. "From our standpoint," he said, "they add to the flexibility of the car because we can now use it as a lounge too if conditions so require." The C. & E.I. had been using the car in its original form for special parties but found that earnings in this service were inadequate. Conversion of the car into its present form and the attendant redecoration were done at the road's Danville (Ill.) shops.

The sessions were directed by T. A. Blair, chief engineer system, Atchison, Topeka & Santa Fe, and president of the A.R.E.A.

More A.R.E.A. Convention Pictures

The March 17 *Railway Age* contained a comprehensive summary of developments at the annual convention of the American Railway Engineering Association at Chicago, March 11-13. That story included a number of pictures of members and guests of the A.R.E.A., taken at the convention hotel (Palmer House) and at the Coliseum, where there was a display of manufacturers' products sponsored by the National Railway Appliances Association. Many of the available pictures which could not be included in the convention issue appear on these pages.

J. B. Akers, chief engineer, Southern system; C. B. Harveson, chief engineer maintenance, Baltimore & Ohio; L. T. Nuckols, chief engineer, Chesapeake and Ohio; S. R. Hursh, assistant chief engineer-maintenance, Pennsylvania.

From the New York Central—M. L. McCauley, assistant engineer structures; M. J. Plumb, designer; E. A. McLeod, assistant engineer; L. J. Creelman, assistant engineer.

From the Louisville & Nashville—Charles Soard, bridge inspector; P. R. Estes, assistant bridge inspector; I. W. Newman, superintendent; H. C. Forman, assistant chief engineer.

From the Santa Fe—C. E. Peterson, assistant engineer; C. E. Davis, roadmaster; G. N. Sells, roadmaster; R. G. Garland, assistant engineer.

President F. G. Gurley of the Santa Fe made the principal speech at the annual luncheon on Wednesday, March 12.

F. R. Spofford, assistant division engineer, Boston & Maine; W. H. Huffman, division engineer, Chicago & North Western; H. M. Harlow, assistant general supervisor bridges and buildings, Chesapeake & Ohio; H. D. Curie, master carpenter, Baltimore & Ohio.

From the Santa Fe—J. R. Rushmer, roadway engineer; C. H. Sandberg, assistant bridge engineer; George N. Sells, roadmaster; W. W. Barger, chief inspector; R. A. Van Ness, bridge engineer.

W. H. Hamilton, chief engineer, Montour; H. W. Kellogg, division engineer, Chesapeake & Ohio.

From the Illinois Central—Carl H. Johnson, general inspector; Justin F. Smith, inspector.

Educators and Researchers—W. A. Oliver, professor of civil engineering, University of Illinois; Lyman W. Wood, engineer, Forest Products Laboratory; M. W. Jackson, assistant professor, University of Colorado.

From the North Western—R. D. Nelson, instrumentman; O. W. Smith, instrumentman; J. J. McCoy, rodman; J. F. Montgomery, instrumentman.

J. L. Gressitt, chief engineer, P. R. R.; L. H. Winkler, Bethlehem Steel.

R. K. Johnson, superintendent work equipment and reclamation, Chesapeake & Ohio; W. J. Savage, assistant chief engineer, Texas & Pacific.

From the Chicago & North Western —Dusty Rhodes, supervisor bridges and buildings; A. G. Beatty, shop foreman.

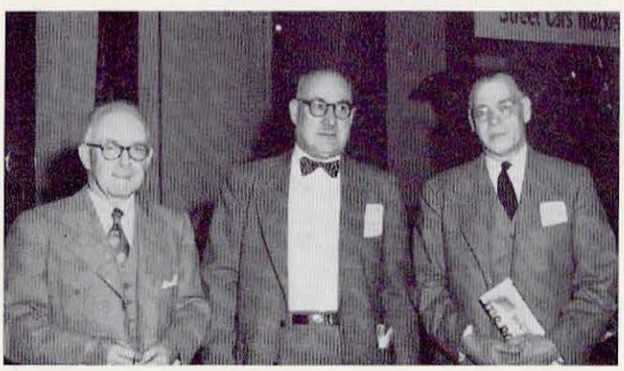
Representatives of the Texas & Pacific —L. W. Robinson, lead draftsman; F. D. Danford, assistant to chief engineer.

George H. Paris, Portland Cement Association; W. E. Cornell, engineer of track, Nickel Plate; Edward Green, assistant division engineer, Nickel Plate.

From the Chicago, Burlington & Quincy—H. M. Spencer, instrumentman; E. A. Graham, division engineer; H. P. Gillespie, division engineer.

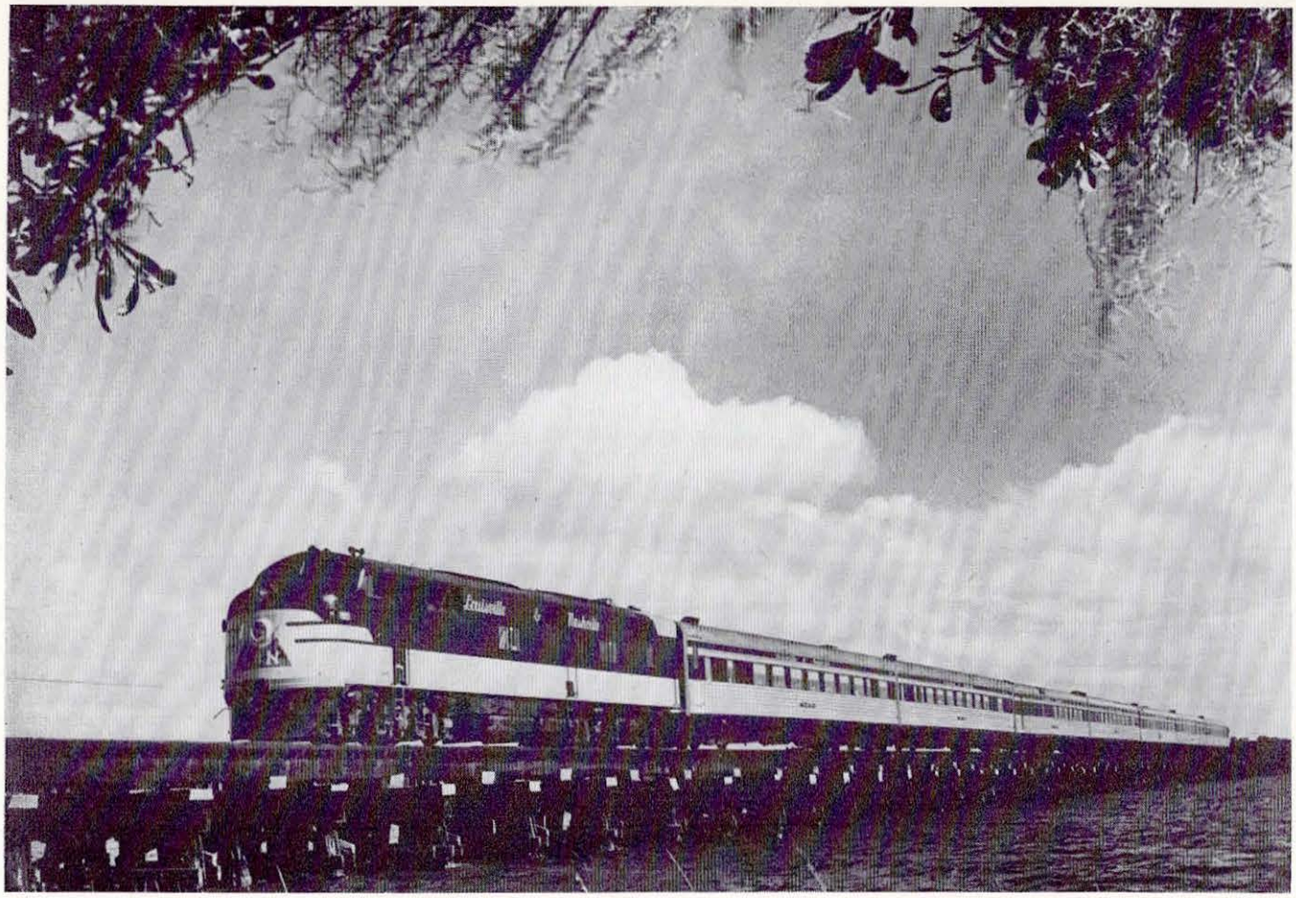
Blair Blowers, chief engineer maintenance of way, Erie; C. R. Wright, assistant chief engineer, Nickel Plate; W. M. S. Dunn, general roadmaster, Nickel Plate.

P. D. Brentlinger, forester, Pennsylvania; C. L. Gatton, assistant engineer, Louisville & Nashville; M. W. Cox, assistant division engineer, Louisville & Nashville.



A. W. Johnson, steam heat and water service engineer, Atchison, Topeka & Santa Fe; D. A. Hultgren, David A. Hultgren Company; Arthur T. Powell, assistant chief engineer, Grand Trunk Western.

M. L. Haverland, supervisor construction equipment; S. E. Tracy, superintendent work equipment—both Chicago, Burlington & Quincy; V. W. Oswalt, assistant superintendent scales and work equipment, Southern.



On its way to New Orleans, the L. & N.'s "Humming Bird" rolls over the bridge across Biloxi bay.

L. & N. Passenger Conductors Like —and Benefit from— Training Program

Customers' complaints are diminishing; conductors' reports to auditor have improved; and attendance (voluntary) at meetings has doubled

***Written specially for* Railway Age**
by G. C. HOWARD,
Director of Personnel
Louisville & Nashville

As another step in its program of striving constantly to improve its passenger service, the Louisville & Nashville recently began a series of training conferences for passenger conductors which will be highly productive of good results, we think. Since World War II, in addition to putting on a fleet of new streamliners, we have been introducing, among other things, new methods of handling tickets and reports in order to minimize annoyance to passengers and more efficiently render service.

These changes have highlighted the need for training our personnel so that they will be able to give our patrons the type of good service they have a right to expect. Also, our passenger conductors realized that to protect their jobs the L. & N. not only had to hold its present passengers but should get some new ones. They asked for a training program to help them meet this situation, insisting that if we would do our part they would do theirs. Too much credit cannot be given the men, and their labor organization, the Order of Railway Conductors, for their foresightedness.

L. & N. passenger conductors are classified either as regular or emergency. The former are regularly assigned

At one of the conferences in Nashville, Tenn. Seated at the table, left to right, are Conductors R. T. Jones, R. G. Moseley, C. E. Dodson, H. E. Allen, W. C. Orr, T. W. O'Lee, P. K. Powers, B. H. Lancaster. Standing are: E. C. Civils, trainmaster; O. K. Pemberton, general chairman, Order of Railway Conductors; and T. B. Choate, training conference leader.

to passenger service, while the latter normally work in freight service and are used as passenger conductors whenever needed. Our passenger conductors are promoted from freight service on a seniority basis. These promoted men are experienced in freight train operation, but the abrupt transition to passenger service, with its constant public contact, is difficult for many of the men. Some men actually have given up their passenger seniority after a trip or two because of their unfamiliarity with the requirements of passenger service.

Utilize Valuable Experience

We wanted some way to eliminate the waste in allowing experienced passenger conductors to retire without any means of passing on some of their experience to the younger men who need it so badly. We also wanted to devise some means of passing on the experiences of outstanding passenger conductors of one division to the conductors on other divisions. It was with the desire to help our conductors, experienced and inexperienced, better to prepare themselves that the passenger conductor training conferences were born.

From the program's inception, it was understood that what was wanted by both the men and the L. & N. management was something that would help our men render willing, efficient service to patrons, and with less effort to the conductors. We wanted especially to avoid the pitfall of having a program that would simply involve repeating time-worn platitudes and accomplish nothing. Since the conductors were solidly behind the idea of the training program, we decided that this aim could be accomplished best by having *nothing in the program that was not contributed or approved by the men themselves.*

With this in mind, the writer of this article, together with Professor W. M. Baker, head of the department of industrial and distributive education, University of Kentucky; Charles Youmans, professor in industrial education, University of Kentucky; T. B. Choate, of the L. & N.'s personnel department; and O. K. Pemberton, general chairman of the O. R. C. on the L. & N., conducted eight preliminary conferences with our conductors. These conferences were held in July 1951 at Louisville, Ky., Evansville, Ind., and Mobile, Ala. These three points were chosen because they are the home terminals for many passenger conductors on this railroad and because they are dispersed widely enough to give a representative picture of the conductors' work over the entire system.

Nearly 100 conductors, with more than 3,000 years of passenger conductor experience, attended these preliminary conferences. Their division officers, their union representatives, and the conference leaders asked them to speak freely and promised that no statement made by them would go out of the meeting with a name attached to it. In every group the response was enthusiastic. Each two-hour conference ended with some of the men still clamoring to "get something off their chests."

Questions Proposed

The conference leaders asked such questions as: What would you consider your first and most important responsibility to your passengers? To what extent are you obligated to your passenger? What do you have to know? What do you have to do? What are some of your most frequent complaints from passengers? How do you handle them? What personal qualities or characteristics do you think a passenger conductor should have? Do you want a training program?

The conductors' answers to these questions, and many more, were gone over very carefully, and all suggestions for improvements which the company could make were turned over to the proper department for handling. As an example of the changes brought about from information developed at these conferences, the railroad formerly required all trip passes to be punched and endorsed by the conductor to show the date used, train number, and the points between which the pass was used. The conductors said that this burdened them, without any corresponding benefit to the railroad. Investigation showed that some conductors had to endorse as many as seventy or eighty passes on one run. Certainly this was a time-consuming job.

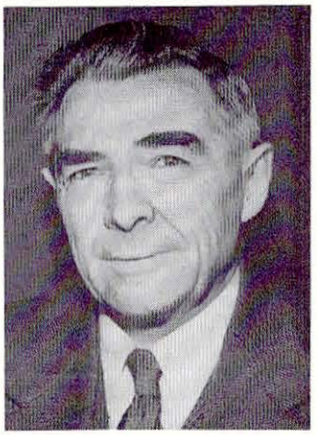
Through the cooperation of the pass bureau, the conductors were relieved of most of these endorsements and are now required to endorse passes only when they are collected from foreign line employees and their dependents, or when a stopover is involved.

Leader Has Full-Time Job

It was decided to hold these conferences at eleven terminals on the railroad, with T. B. Choate, staff assistant, personnel department, leading each one. Selecting one leader for all conferences, and taking him from the personnel department was, we feel, one of the most important steps taken by us. Our first temptation had been to spread the work among eight or ten men, who would handle it along with their regular duties. This would have made it possible for us to finish up the program more quickly than by using just one leader. But we are glad we didn't, for now we realize, from the complexity of the problems involved, that the leader's job requires his full attention. Our leader, therefore, was relieved of all his other duties and spent as much time as was necessary to prepare himself for his assignment. And by taking the leader from the personnel department, we could chose a man who had no connection with any phase of passenger service, thereby eliminating any tendency to overstress any one aspect of the subject.

To make certain that Mr. Choate was thoroughly familiar with the subjects to be discussed, the passenger conductors invited him to work with them on their trips. He spent three weeks working side by side with the conductors, during which time they explained the handling of tickets, preparation of reports, and many other things involved in dealing with various passenger situations. In addition to this C. D. Dutschke, auditor passenger accounts, personally reviewed with Mr. Choate all phases of the work of his office pertaining to passenger conductors, and furnished photostats of reports and tickets from collections actually made. The passenger traffic department provided the conference leader with a complete set of sample tickets and all tariffs and circulars used by conductors. We wanted the conference leader to be able not only to show how various reports and tickets should be handled, but to explain why—and how—each conductor's work fitted into the overall requirements of the accounting and passenger traffic departments.

The first actual training conference was held on September 11, 1951. Since that time, more than fifty such meetings have been held in 11 different cities. Two to five meetings are required at each location in order to give each conductor an opportunity to attend without "losing time." Each conference lasts two hours. The conductors are informed of the time and date of the meeting by a personal note from the division superintendent. The local chairman of the O.R.C. also personally invites each conductor to participate in the conference. In addition to the conductors there always has been present a division officer from the operating department. Each superintendent also has all members of his staff attend at least one conference. Also present is a representative of the passenger traffic department — generally a city or district passenger agent—who answers any questions concerning that department.



The Author.

The first conference deals with the general topic, "What is the responsibility of a passenger conductor?" Although every group agrees that a conductor's first responsibility is the safe operation of his train and the protection of the passengers, we confine the discussions in these conferences to passenger-conductor relationships rather than to operating problems. Therefore, the first conference, as suggested by the men, follows generally these lines: "It is my responsibility as a passenger conductor:

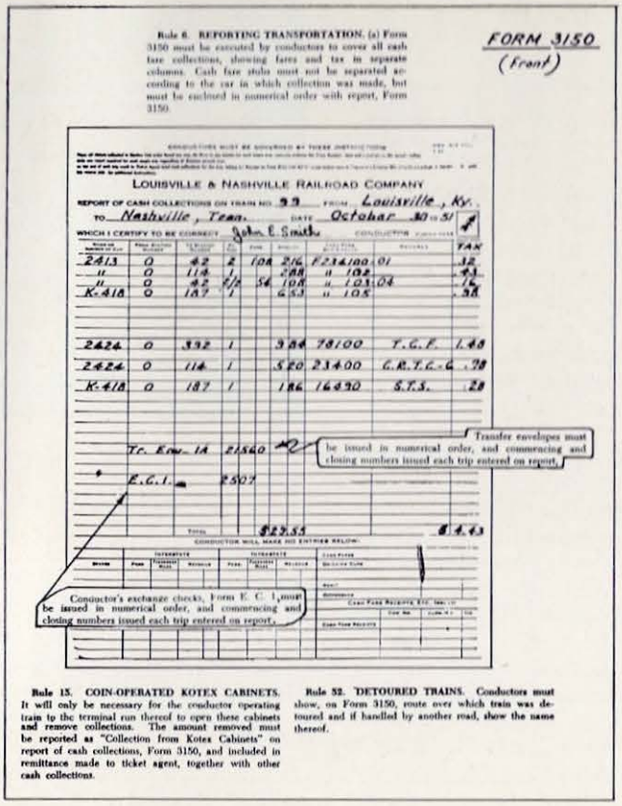
- To provide for the passenger's comfort;
- To act in a courteous manner always;
- To see that the passenger is on the right train and that he gets off at proper point;
- To be able to answer passengers' questions—correctly;
- To protect the company's property and revenue;
- To properly supervise the crew;
- To remember, to the passenger I am the railroad;
- To strive to treat each patron as a guest, and in such a manner that he will want to do business with us again."

The conference leader illustrates these points with cases of actual happenings on our trains. Complaints which the management has received from patrons are brought in and the group is asked how they would have handled the particular incident that caused the complaint. Usually, too, some conductor brings up an incident that happenend on his train, and the group discusses the manner in which the situation was handled. Actually, our conference leader goes before the group with no regularly prepared program and the discussion is just about whatever the men want to talk about. They are encouraged to speak frankly—to argue or disagree with anything anyone says. The last thing we want them to be is passive. If the conference leader can't hold his own, and keep the men interested, the conference is no good and accomplishes nothing. If there is any doubt as to the correctness of the solution reached by the group, the operating department officer present tells how such a situation should be handled in the future.

The conferences on different topics are held some eight to ten weeks apart. The first topic was discussed at every point on the railroad before starting the second.

The Second Conference

The second conference in the series is devoted entirely to the various reports the conductors are required to make. Each conductor participating is given a set



Rule 6. REPORTING TRANSPORTATION. (a) Form 3150 must be executed by conductors to cover all cash fare collections, showing fares and tax in separate columns. Cash fare stubs must not be separated according to the car in which collection was made, but must be enclosed in numerical order with report, Form 3150.

FORM 3150 (Front)

LOUISVILLE & NASHVILLE RAILROAD COMPANY

REPORT OF CASH COLLECTIONS ON TRAIN NO. 99 FROM Louisville, Ky.
TO Nashville, Tenn. DATE October 30 to 31

WHICH I CERTIFY TO BE CORRECT John E. Smith CONDUCTOR

									TAX
2413	O	42	2	10A	216	F234/100	01		.32
"	O	114	1		288	" 102			.43
"	O	42	1/2	54	108	" 103/04			.16
K-418	O	187	1		653	" 105			.98
2424	O	332	1		384	78100	T.C.F.	1.48	
2424	O	114	1		520	23400	C.R.T.C.-C	.78	
K-418	O	187	1		186	16490	S.T.S.	.28	
Tc. Exc. 1A		21560							
E.C.1.		2507							
		$29.55						$4.43	

Transfer envelopes must be issued in numerical order, and commencing and closing numbers issued each trip entered on report.

CONDUCTOR WILL MAKE NO ENTRIES BELOW

Conductor's exchange checks, Form E. C. 1, must be issued in numerical order, and commencing and closing numbers issued each trip entered on report.

Rule 15. COIN-OPERATED KOTEX CABINETS. It will only be necessary for the conductor operating train to the terminal run thereof to open these cabinets and remove collections. The amount removed must be reported as "Collection from Kotex Cabinets" on report of cash collections, Form 3150, and included in remittance made to ticket agent, together with other cash collections.

Rule 52. DETOURED TRAINS. Conductors must show, on Form 3150, route over which train was detoured and if handled by another road, show the name thereof.

A page from a 4-page pamphlet issued to all conductors. This one shows a report of cash collections. Others deal primarily with military travel.

of correctly filled out reports; then there is a discussion of the most common errors made by our conductors, and suggestions are made for correcting these mistakes. Sample tickets, optional route arrangements, handling of military movements and other subjects of interest to the conductors are discussed thoroughly. An endeavor is made to answer any question concerning the work presented by the conferees. If this is impossible, then the correct answer is found and the questioner is answered later by mail. This rarely happens.

The third session deals with those personality traits that help make a good passenger conductor, how these traits are manifested, and how they can be acquired by the individual. In the developmental conferences we concluded that a good passenger conductor should have:

- A pleasant disposition, a good sense of humor;
- The ability to judge human nature;
- A neat appearance;
- The ability to agree with passengers;
- The patience of Job;
- A real interest in, and liking, for his job;
- The ability to get cooperation—be a leader;
- Tact and tolerance;
- The ability to keep well informed on tariffs, connecting schedules, etc.;
- The ability always to exercise self control.

The group discusses the fact that these traits are demonstrated by our appearance, words, expressions, and actions and that every one of them may be acquired. Naturally, we realize that you can't teach a man to develop a sense of humor. If he does have a latent sense of humor we'd like to help him make it "blossom." All the personal attributes that go into making a good passenger conductor are relative. Probably no man has them all. Certainly, however, it is no problem to convince a man that a keen sense of humor helps melt away some of the minor crises he'll have on every trip. We do, for example, have conductors who do everything well, except handle people. One man frequently tries to joke with passengers about things which to them obviously are not joking matters. We couldn't hope to try to develop in him a sense of humor and we don't try to do so. We hope that his fellow employees will convince him he shouldn't try repartee, but should strive to develop a quiet, dignified manner which will cause people to like and respect him.

Individuals—Not Pattern

We don't try — or want — to mold our conductors into a pattern. Instead, we would like each man to develop those traits which are most natural and becoming to him, and to recognize and eliminate those traits which could get him into trouble with passengers. We do find that the men exert a tremendous influence on each other's conduct. The third meeting, incidentally, also gives the conference leader an opportunity again to sum up the highlights of the two previous meetings and to let the men evaluate the results of the conference.

In addition to the three conferences in the regular series, when the division officers wish to promote a new group of conductors, the complete set of conferences is given the men in a two-day period, with special emphasis on tickets, reports, etc. This has been done successfully with groups at Mobile, Evansville and Louisville.

Over fifty conferences have been held to date with more than 425 conductors participating, but we feel it is still too early to appraise the results completely. The enthusiasm of the men attending has been a gratifying surprise. Of interest is the fact that the older, more experienced conductors welcome the opportunity to attend these meetings as much as, or more than, the younger men. Although no one is expected to attend a meeting on any topic more than once, some of the men have attended as many as four times, saying that they learn something new each time. Moreover, with attendance entirely voluntary, the number attending meetings has almost doubled since the first one was held. Further, passenger complaints have almost vanished. However, we are careful not to give this too much emphasis, for as we all know, *many passengers do not complain — they just don't come back.*

Some of the men state that already they can see a great benefit from the conferences. New passenger conductors generally make their first run with much more confidence when they have had this opportunity to learn more about what will be expected of them.

The auditor passenger accounts is particularly pleased with our program and has informed us that there has been a decided improvement in the way passenger train conductors are preparing their reports, as well as a decrease in the number of irregularities in connection with collecting tickets, etc.

This we do know — any success we have had, or expect to have, has only been possible through the wholehearted cooperation of every department of the railroad connected in any way with passenger service, and of the conductors' union officers. From the president of this railroad to the youngest emergency passenger conductor there has been a spirit of working together, to get a job done, that should result in great benefit to our passengers, the railroad, and each conductor.

"THE RAILROAD INDUSTRY MEETS THE PRESS"

They Asked the Questions . . .

Lawrence Spivak of "Meet the Press;" Shelly Pierce, financial editor, New York Journal of Commerce; Louis Stark of the New York Times; and J. G. Lyne, editor of *Railway Age*.

They Answered the Questions . . .

L. N. Selig, chairman of the G.A.T.C.; G. E. Leighty, president of the Order of Railroad Telegraphers and chairman of the Railway Labor Executives' Association; Moderator Martha Rountree; Interstate Commerce Commissioner J. K. Knudson; and F. C. Dumaine, president of the New Haven.

F.R.P. Can Help the Railroad Industry Says Young

Robert R. Young, chairman of the board of the Chesapeake & Ohio, and of the Federation for Railway Progress, speaking on March 20, to guests at the fifth annual dinner of the F. R. P. at New York's Hotel Waldorf Astoria, said that the federation is offering the industry a plan which would help the railroads out of their difficulties. Major elements in the proposed program include: stock purchase options to be available to executives of each railroad; consolidation of railroads into several large systems; and organization of a national labor-management conference. An industry "proving ground," the job of whose staff would be "improving, standardizing and introducing competition into the purchase of all railroad supplies," as well as more support for—and use of—the federation were other ideas advanced by the C.&O.'s chairman as ways to bring prosperity back to the railroads.

Once again Mr. Young voiced his faith in central reservation bureaus and the projected Train X. One of the reasons the latter has not been approved by many railroads, Mr. Young said, is because its low-level car

Winners of F. R. P. awards were the Great Northern and the General American Transportation Corporation, represented on this occasion by B. W. Hartz, extreme left, eastern passenger agent of the G.N., and, to Mr. Hartz's left, L. N. Selig, chairman of G.A.T.C. Talking with them are W. J. Tuohy, president of the C. & O., and Robert R. Young (extreme right), chairman of the F. R. P. and of the C. & O.

floors would require the railroads to change passenger station platform heights. "However," he continued, "for every good reason there is a real reason. Are some railroads so annoyed with dissatisfied passengers that they look forward to driving them from the rails? Yet a sympathetic traveling public shrewdly catered to could supply the ideal political lobby—one that could insure friendly regulation."

Mr. Young also criticized the "mock through service at Chicago. An airplane can get in and out of Chicago in half an hour, but the layover of the railroad car averages nearly five hours. If there is any competition in this, which should be the most lucrative of all passenger runs, it is in which railroad can schedule the longest layover."

Mr. Young, speaking of chances for greater economies on the railroads, said the C.&O. was examining the possibilities of settling "the vast maze of inter-railroad joint service accounts," both freight and passenger, by the technique of sampling. "The results," he said, "accurate to a fraction of one per cent, are as dramatically encouraging as the savings are enormous. Clerical costs on the railroads last year were two-thirds of a billion dollars. In no other industry does clerical cost approach its ratio in the railroad industry—one-seventh of total payroll." He hoped that the C.&O.'s connections would adopt these ideas more quickly than they had supported the idea of Train X.

Thomas J. Deegan, president of the federation and vice-president of the C.&O., presided at the dinner, at which the federation's awards to the Great Northern and the General American Transportation Corporation were presented by Walter J. Tuohy, president of the C.&O. Robert M. Drysdale, Jr., executive vice-president of the federation, reported on its activities during the past year.

A part of the program for the meeting was a session of "Meet the Press," presided over by Martha Rountree, in which a panel representing the transportation industry was quizzed by four members of the press. George Leighty, head of the Order of Railroad Telegraphers, one of those questioned, said that the union shop would promote better relations between labor and management, and that the union shop was not, as his questioner had inferred, un-American. Certainly, he said, it was no worse than the compulsory hospital association or other organizations which some of the members of his group were "compelled" by their employing railroads to join.

One question addressed to both Mr. Leighty and F. C. Dumaine, president of the New York, New Haven & Hartford, another member of the panel, was this: "Isn't there more room for cooperation between labor and management?" Mr. Dumaine agreed that "we ought to know each other better." It was Mr. Leighty's view that relations would be better if managements would "stop sending a bunch of second- and third-raters" to carry on labor negotiations.

Defense Transport Administrator J. K. Knudson responded to one question by saying that he thought it was bad government for one agency of the government to appear before another government agency in opposition to freight rate increases, basing its case on "the public welfare," when the agency deciding the merits of freight rate increases had been created to look out for the public welfare. He added, however, that these agencies were required by law to intervene. He also expressed himself as favoring more rapid handling of revenue rate adjustments.

L. N. Selig, chairman of General American Transportation Corporation, also a member of the panel, made the statement that the railroads were not "commercial." However, he said, it is hard for them to be so when their income and outgo are so "effectively" regulated. Later, Mr. Selig said that he thought the railroads were making a mistake in trying to compete, in speed, with the air lines. Railroads, in his opinion, should concentrate on giving the passenger a comfortable ride.

"Does it make sense to require the railroads to continue to supply a service for which the public demand has just about disappeared? We don't think so. It is economic waste, which is undesirable under any circumstances and certainly should not be forced by law. It is time to recognize the changed competitive situation of the railroads and to free them from restrictions that no longer serve a useful purpose." —*Charlottesville, Va., Daily Progress.*

STILL THE WORLD'S BEST TEST INSTRUMENT

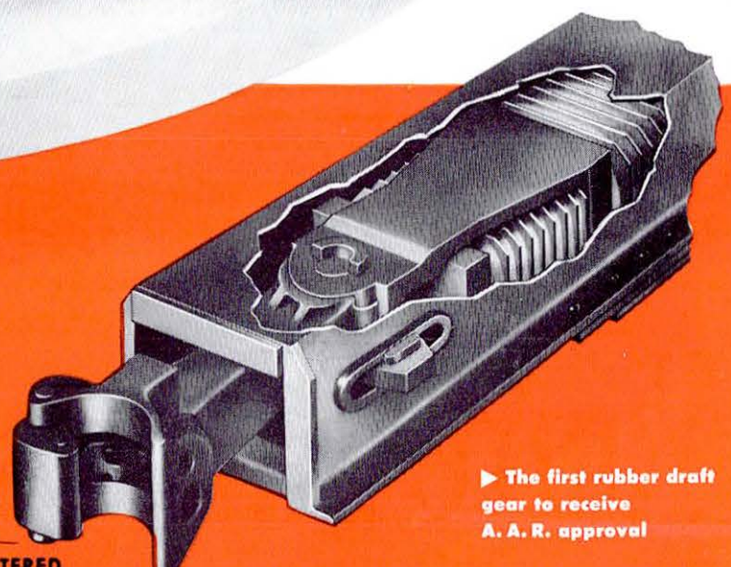
• Of all the tests for endurance, capacity, unfailing service to which a draft gear may be subjected there is one test which is indisputable . . . THE TEST OF TIME.

• WAUGHMAT TWIN CUSHIONS have met that test . . . have proven in years and millions of miles of service that they provide unfailing protection to cars and lading.

• The test of time has proven the composition of the rubber, the design of the WAUGHMATS, their application thru steel plates, the way the WAUGHMATS work against steel, even the methods whereby the steel plates are protected against etching and corrosion.

• For certain performance specify WAUGHMAT TWIN CUSHIONS, the double action draft gear, on all new cars or for draft gear replacement on existing cars. TWIN CUSHIONS are the lowest cost big improvement you can make on any car.

MORE THAN 20 YEARS
SERVICE EXPERIENCE
ON AMERICAN RAILROADS



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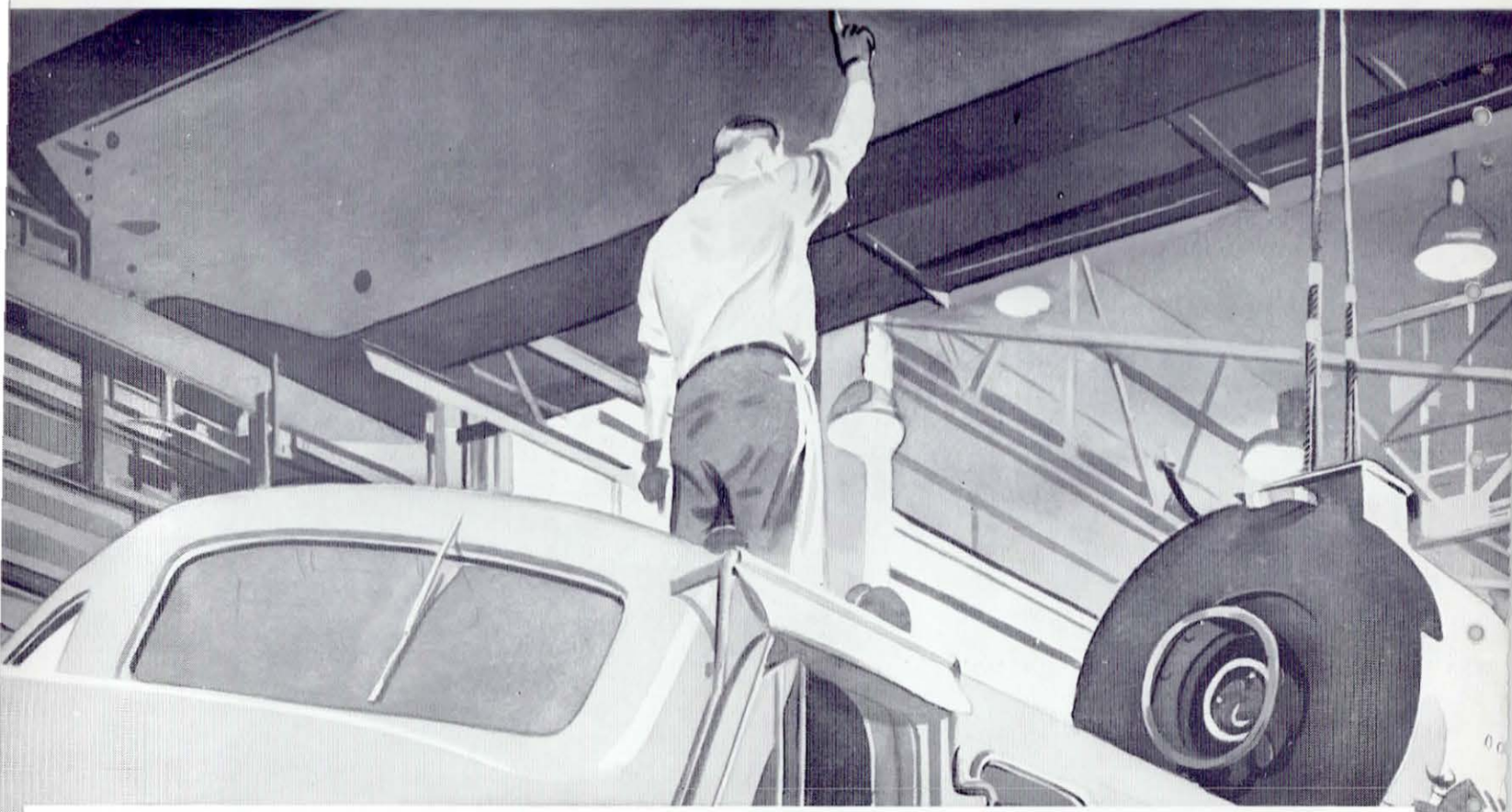
We swap you "New" for



10 PLUS FEATURES IN ELECTRO-MOTIVE'S LIFELONG SERVICE PROGRAM

1. **UNMATCHED EXPERIENCE** gained in designing, engineering and building more than 11,000 Diesel locomotive units.

2. **SUPERIOR MANUFACTURING FACILITIES** for mass-production of highest-quality locomotives at lowest cost.

3. **PROMPT PARTS SUPPLY** through strategically located factory branches and parts depots at eight key railroad centers.

4. **SKILLED TROUBLE-SHOOTING** and maintenance advisory service by a nationwide staff of 150 service engineers and parts specialists.

5. **FACTORY REBUILDING** of major assemblies with same techniques and tooling used in new manufacture.

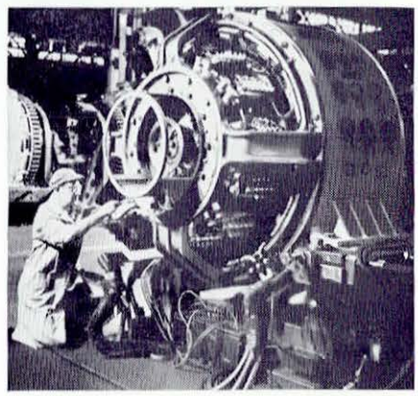
6. **UNIT EXCHANGE SERVICE**—Prompt delivery of fully rebuilt assemblies in exchange for units needing rebuilding.

7. **PROPER SCHOOLING** of operating and maintenance personnel from the first day General Motors equipment goes on the line.

8. **SPECIAL ENGINEERING** of new and improved parts to make them fit General Motors units of any age.

9. **ONE-YEAR 100,000-MILE GUARANTEE** on Electro-Motive parts and rebuild effective upon installation, *not* the date of shipment.

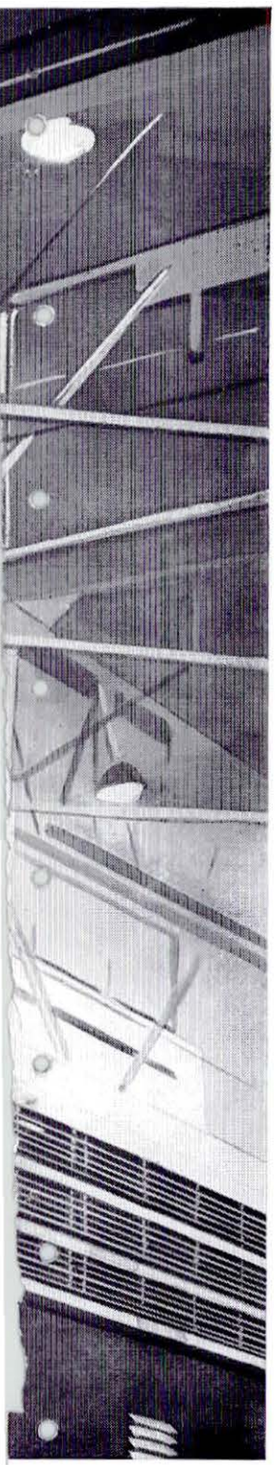
10. **FACILITIES PLANNING SERVICE**—Expert assistance in helping railroads plan Diesel servicing and parts warehousing facilities.



Factory-trained experts, working with the most modern tools and equipment, rebuild main generators like new at Electro-Motive Factory Branches.

You're Always better off with

Old and charge only for rebuilding the latter



TO PUT it plainly, this Unit Exchange Service of Electro-Motive is something no user of General Motors locomotives can afford to be without.

We suggest you check this statement with the many cost-conscious railroads who are now using the plan, and you'll know what we mean.

Briefly, here's how Unit Exchange works:

Immediately on receipt of your order, we ship you a fully rebuilt, fully guaranteed traction motor, engine, generator, blower or other exchange assembly. In most cases it can be delivered in your shop within 24 hours!

You return your old assembly for rebuilding, and when the rebuilding is completed, this unit goes back in our pool ready for shipment. You are charged only for the work and materials needed to bring your old assembly up to the same top-standard condition as the unit you received.

With Unit Exchange, you lose no time waiting for General Motors locomotive assemblies to be rebuilt. Thus, your investment in spares can be greatly reduced.

This factory rebuilding of major components—this Unit Exchange Policy—is another of the many *plus* services railroads have learned to expect from Electro-Motive. It's an essential part of a Lifelong Service Program that helps keep General Motors locomotives on the go for life.

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Mastering mountains with Rio Grande's famous train, "THE PROSPECTOR"..

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● Mastering mountains is all in a day's work for such Denver and Rio Grande trains as "THE PROSPECTOR." Traveling between Denver and Salt Lake City over the famed Moffat Tunnel Route, this streamliner takes long mountain grades in stride.

Like other main line passenger and freight trains on this progressive railroad, "THE PROSPECTOR" is powered by diesel locomotives. A contributor to the efficiency of these diesel locomotives has been STANDARD HD Oil. Clean, protective lubrication by this high quality, heavy-duty oil has helped keep maintenance costs down, availability high.

On more than 70 railroads, STANDARD HD Oil has proved its ability to provide safe, effective lubrication under the severest conditions of diesel operation. The benefits it offers are worth investigating. You'll find of real value, too, the services offered by a Standard Oil Railway Department representative. He has the training and practical experience to help you.

Standard Oil Company (Indiana), 910 South Michigan Avenue, Chicago 80, Illinois.

STANDARD OIL COMPANY STANDARD *(Indiana)*

Mahaffie Hearing

(Continued from page 18)

to him. "Nobody votes with me because it's me," the commissioner said.

Senator Tobey had not completed his examination of the commissioner when the time alloted for the March 26 hearing had expired. The senator said that he still wanted to ask "about a thousand" more questions — "all pertinent."

So the committee's chairman, Senator Johnson, Democrat of Colorado, agreed to hold another session at some later date.

The chairman pointed out that there was no urgency for Senate action on the appointment, since Commissioner Mahaffie continues to serve pursuant to provisions of the Interstate Commerce Act which stipulate that a commissioner whose term has expired shall remain in office until his successor qualifies. Mr. Mahaffie's term expired December 31, 1951. He has been a member of the commission since 1930, and prior to that time he was director of the commission's Bureau of Finance.

Ten of the Senate committee's 13 members were on hand for the hearing, but there were few questions other than those from Senator Tobey.

Senator O'Conor, Democrat of Maryland, asked about the reason for what he called the "apparently long delays" in consummating railroad financial reorganizations. Commissioner Mahaffie replied that the reasons for lengthy proceedings differed in nearly every case, but he thought the "intricacy" of section 77 was one of the "great causes" of delay.

The commissioner explained that section 77 calls for both commission and court proceedings on reorganization plans. He thought there would be less delay if there were involved only a commission proceeding with provisions for court review of commission determinations.

As for delays in general rate cases, Mr. Mahaffie said that the issue there "gets back to the extent to which shippers and other interested parties have a right to be heard." He added that he would like to see the rate proceedings expedited; but he thinks, in view of the interim relief which has been granted, that some criticisms of the commission have been "a little overdone."

Fire Destroys Shops Of Bamberger R.R.

A 3 a.m. fire that broke out during a heavy snowstorm on March 12 completely destroyed the car repair shops of the electrified Bamberger Railroad at North Salt Lake City, Utah. Both the building and all the machine tools housed in it were totally destroyed. No rolling stock was in the shop at the time but several freight cars standing nearby were damaged.

President Julian M. Bamberger told *Railway Age* that, because of the loss of machine tools — currently so difficult to replace — consideration is being given to replacement of rail passenger service with buses. The Bamberger currently operates about 25 trains daily between Ogden and Salt Lake City. In addition, bus service between those points is operated by the associated Bamberger Transportation Company. The shops of the bus company were not affected by the fire.

Ship-by-Rail Rate Gimmick Condemned by Court

The Supreme Court has struck down an Interstate Commerce Commission order approving a proportional rate arrangement on rail-ocean-rail coal to New England. The rate, which was attacked by a New England barge line, contained a conditional refund provision.

Citing the so-called Mechling case as its reason, the high court affirmed a lower court's decision to set aside the I.C.C.-approved rate arrangement. In the Mechling case, the Supreme Court condemned rates on grain eastbound from Chicago which embodied differentials that were dependent upon the transportation used inbound to Chicago. In the present case, the lower court told the I.C.C. to enter an order ending a differential based on the type of transportation used after coal arrived at New England ports.

This case arose through application of a "special increase rule" devised by the I.C.C. in connection with various freight rate increases since 1937. The commission sought to preserve existing rate relationships and therefore limited the rate boost on rail-ocean-rail coal. A total increase of 90 cents was permitted in rail rates from Appalachian fields to interior New England points.

Railroads worked out this arrangement: Roads moving coal from the mine fields to tidewater collected the full 90 cent increase. If, subsequently, the coal moved via rail from tidewater dock in New England, the New England road collected one-half the maximum authorized increase, or 45 cents a gross ton. This 45 cents was then "refunded" to the shipper when he certified to the Pocahontas railroad that the coal had subsequently moved by rail in New England.

James McWilliams Blue Line, the barge firm, challenged this arrangement as being illegal. It said the railroads collected the full 90 cents for field-to-tidewater movement if the subsequent haul in New England were via barge line or truck. But if the New England haul were by another railroad, only 45 cents is paid for tidewater movement.

The I.C.C., in a 6-to-5 decision, upheld the railroad arrangement. The U. S. District Court for the Southern District of New York set aside this I.C.C. finding.

Steel Shipments in 1951

Steel manufacturers whose production represented substantially the total domestic output of finished rolled steel products, as reported to the American Iron & Steel Institute, shipped 78,928,950 net tons of steel products in 1951. The accompanying table shows the breakdown by market classification of 1951 steel shipments of 77,736,723 net tons and is based upon information supplied by the institute.

Market Classification	Net Tons	Percentage of Total Shipments
Steel for converting & processing*	4,237,097	5.4
Forgings (other than automotive)	1,552,211	2.0
Bolts, nuts, rivets and screws	1,602,215	2.1
Jobbers	14,386,587	18.5
Construction, including maintenance:		
Rail transportation	128,016	0.2
Oil and gas	2,676,669	3.4
All other	6,801,881	8.7
Contractors' products	3,080,455	4.0
Automotive	12,976,532	16.7
Railroad rails, trackwork & equipment	2,256,695	2.9
Railroad cars & locomotives	3,478,076	4.5
Street railways & rapid transit systems	47,402	0.1
Shipbuilding and marine equipment	888,679	1.1
Aircraft	148,684	0.2
Oil and gas drilling	837,788	1.1
Mining, quarrying and lumbering	371,031	0.5
Agricultural	1,647,266	2.1
Machinery, industrial equipment and tools	4,248,085	5.5
Electrical machinery and equipment	2,017,873	2.6
Appliances, utensils and cutlery	1,834,659	2.3
Other domestic and commercial equipment	2,028,869	2.6
Containers	6,500,379	8.3
Ordnance and other military	1,213,657	1.6
Export	2,775,917	3.6

*Net total after deducting shipments to reporting companies for conversion or resale.

N.Y. RR Club Announces Essay Contest Winners

The New York Railroad Club has announced the winners in its 1951 Roy V. Wright Memorial Essay Contest as follows:

The $500 award to W. J. Cavanagh, a member of the traffic department of the United States Steel Export Company, New York.

Awards of $100 each to: Robert L. Banks, transportation consultant, National Military Establishment, Hyattsville, Md.; Raymond E. Hannon, research assistant, Canadian Pacific, Montreal; Charles Harwood, Jr., research economist, New Rochelle, N. Y.; Paul K. Lambert, traffic department, General Refractories Company, Philadelphia; Robert A. Patterson, traffic representative, Long Island Rail Road, East Williston, N. Y.; Stuart W. Rider, Jr., assistant solicitor, Chicago, Milwaukee, St. Paul & Pacific, Minneapolis; R. E. Rose,

assistant chief rate clerk, passenger traffic department, Canadian National, Winnipeg; Francis P. Ryan, traffic department, Eastman Kodak Company, Rochester, N. Y.; E. H. Spencer, assistant supervisor of traffic, Fairless Works, U. S. Steel Company, Morrisville, Pa.; and Dr. G. Lloyd Wilson, professor of transportation, Wharton School, University of Pennsylvania, Philadelphia.

Mr. Cavanagh and six of the $100 prize winners (Messrs. Banks, Harwood, Lambert, Rider, Ryan and Dr. Wilson) wrote on the assigned subject —"Essential Provisions of an Adequate National Transportation Policy." The essays submitted by Mr. Patterson, Mr. Rose and Mr. Hannon were based on the theme "How to Make Passenger Traffic Pay." Mr. Spencer's subject was "Agreed Rates."

Judges of the contest were Charles W. Braden, general traffic manager, National Distillers Products Corporation, New York; Chauncey H. Hand, Jr.; New York lawyer and chairman of the legal advisory group of the Transportation Association of America, and Stanley F. Mackay, president and general manager, Lehigh & Hudson River, Warwick, N. Y.

Freight Car Loadings

Loadings of revenue freight in the week ended March 22 totaled 719,921 cars, the Association of American Railroads announced on March 27. This was an increase of 11,095 cars, or 1.6 per cent, compared with the previous week; a decrease of 28,957 cars, or 3.9 per cent, compared with the corresponding week last year; and an increase of 2,662 cars, or 0.4 per cent, compared with the equivalent 1950 week.

Loadings of revenue freight for the week ended March 15 totaled 708,826 cars; the summary for that week, compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS

For the week ended Saturday, March 15

District	1952	1951	1950
Eastern	121,494	136,775	136,181
Allegheny	151,017	161,056	148,340
Pocahontas	57,676	59,733	68,233
Southern	131,761	130,452	128,962
Northwestern	75,157	76,617	75,258
Central Western	112,009	119,872	110,810
Southwestern	59,712	60,623	57,750
Total Western Districts	246,878	257,112	243,818
Total All Roads	708,826	745,128	725,534
Commodities:			
Grain and grain products	45,096	50,545	42,292
Livestock	7,157	7,158	7,811
Coal	133,784	131,624	191,24
Coke	16,226	16,031	12,365
Forest products	44,336	44,778	37,844
Ore	20,488	19,554	11,910
Merchandise l.c.l.	73,106	85,237	84,846
Miscellaneous	368,633	390,131	337,232
March 15	708,826	745,128	725,534
March 8	714,247	749,522	707,911
March 1	755,624	785,861	574,449
February 23	683,368	734,845	546,707
February 16	737,609	740,557	560,068
Cumulative total 11 weeks	7,892,723	7,989,645	6,686,342

In Canada.—Car loadings for the seven-day period ended March 14 totaled 77,280 cars, compared with 76,255 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada: March 14, 1952	77,280	35,066
Cumulative Totals March 14, 1952	801,797	387,450

Escalator Clauses Call For Cent-Per-Hour Cut

Railroad employees working under agreements with so-called "escalator" clauses will take a wage cut of one cent per hour, effective with the beginning of this year's second quarter on April 1.

The clauses, which have previously provided only raises, call for quarterly adjustments of one cent per hour for each point of change in the Consumers' Price Index (old series) calculated by the Bureau of Labor Statistics. The February 15 index of 188.3 fixes the cut required for the second quarter. That index was a point below the November 15, 1951, index of 189.3 which fixed the escalator-clause factor for the current quarter.

The escalator-clause base is 178, so it has thus far provided raises totaling 11 cents per hour, one cent of which will now be lost.

New Haven Installs Ticket Machines at Grand Central

Ticket selling machines which will automatically issue several different types of railroad tickets, including local and interline, were placed in service at its ticket offices in Grand Central Terminal, New York, on March 18 by the New York, New Haven & Hartford.

The machines, produced by the Burroughs Adding Machine Company, are matrix operated. The ticket agent inserts the proper matrix in the machine to print the complete ticket, showing station of departure, destination, route, and whether the ticket is one-way, round-trip, coach or first class, or half-fare. The machine itself maintains a complete record of each ticket sold, including serial number, seller's identification, whether the sale is cash or credit, fares and taxes collected, and all other information necessary for auditing and statistical purposes. At the start each of the New Haven's machines is prepared to issue to a total of approximately 650 different types of tickets to 160 separate destinations.

An automatically printed record of all sales permits ticket agents to close their accounts in a matter of minutes after the end of each day's business.

P. M. Shoemaker Receives Port of New York Award

Perry M. Shoemaker, operations vice-president of the Delaware, Lackawanna & Western, has received the seventh Port of New York Day award, in recognition of his service as chairman of the General Managers' Association and for his leadership in adoption of a standard barge for operation in New York harbor (*Railway Age*, December 3, 1951, page 102).

The award was conferred under auspices of the Maritime Association of the Port of New York at ceremonies at which Mr. Shoemaker said he regarded the award "as recognition from the maritime industry of the great responsibility which the railroads feel for the basic welfare of the Port of New York and for the constructive work of the railroads toward that end."

Great Lakes Board Meets

Action on various Congressional bills affecting transportation was taken by the Great Lakes Regional Advisory Board at its meeting in Toledo on March 26. The board's legislative committee, of which Andrew H. Brown, transportation commissioner, Cleveland Chamber of Commerce, is chairman, urged opposition to S. 2518, which would eliminate the time lag between a request by railroads for increased rates and its granting by the Interstate Commerce Commission. Mr. Brown recommended that the board approve a substitute suggested by the National Industrial Traffic League and discussed elsewhere in these news columns.

He urged support of S. 2754, for sale of the Inland Waterways Corporation; and a bill amending Section 22 of the Interstate Commerce Act to prevent the government filing suits to obtain reparations from railroads on war shipments moved at agreed rates lower than those applicable to commercial shipments and where no charge of deceit or fraud has been raised.

Mr. Brown's recommendation that the board oppose several bills the effect of which would be to increase governmental intrusion into management of railroads was approved, as was his suggestion that it oppose S. 2349 in its present form and support S. 2754. Both the latter affect the long-and-short-haul clause of the Interstate Commerce Act.

S. 2754 would eliminate the clause and make unreasonable on their face through rates that are in excess of the aggregate of intermediate rates on shorter hauls between the same two points.

Organizing Group Named For Railway Congress

Membership of the organizing committee for the Eighth Pan-American Railway Congress to be held at Washington, D. C., and Atlantic City, N. J., in June 1953, was announced by the Department of State on March 24. As previously announced, the committee's chairman is James G. Lyne, president of the Simmons-Boardman Publishing Corporation and editor of *Railway Age*, and its general secretary is Lloyd J. Kiernan, manager of special studies, Association of American Railroads.

The March 24 announcement gave June 12, 1953, as the date of the Congress' opening session, and it predicted that the meeting would bring to this country "several hundred delegates from the countries in Central and South America." The organizing committee's members, in addition to Chairman Lyne, are:

Charles Sawyer, secretary of commerce.

Willard L. Thorp, assistant secretary of state.

Edward G. Miller, Jr., assistant secretary of state.

Clarke L. Willard, associate chief, Division of International Conference, Department of State.

Charles D. Mahaffie, member, Interstate Commerce Commission.

William T. Faricy, president, Association of American Railroads.

James M. Hood, president, American Short Line Railroad Association.

Arlon E. Lyon, executive secretary, Railway Labor Executives' Association.

George P. Baker, professor of transportation, Graduate School of Business Administration, Harvard University.

Emil E. Schnellbacher, assistant director, Office of International Trade, Department of Commerce.

Herbert Ashton, director, Transportation, Communications and Utilities Division, Office of International Trade, Department of Commerce.

Walter S. Abernathy, transportation economist, Office of International Trade, Department of Commerce.

John W. Barriger, president, Chicago, Indianapolis & Louisville, and Mrs. Barriger.

C. McD. Davis, president, Atlantic Coast Line.

Harry A. DeButts, president, Southern.

J. D. Dodson, president and general counsel, Texas Mexican.

J. A. Fisher, president, Reading.

Walter S. Franklin, president, Pennsylvania.

Donald V. Fraser, president, Missouri-Kansas-Texas.

Fred G. Gurley, president, Atchison, Topeka & Santa Fe.

Clark Hungerford, president, St. Louis-San Francisco.

Wayne A. Johnston, president, Illinois Central.

D. P. Loomis, chairman, Association of Western Railways.

G. Metzman, president, New York Central.

Paul J. Neff, chief executive officer, Missouri Pacific.

D. J. Russell, president, Southern Pacific.

Lewis K. Sillcox, executive vice-president, New York Air Brake Company.

J. W. Smith, president, Seaboard Air Line.

R. B. White, president, Baltimore & Ohio.

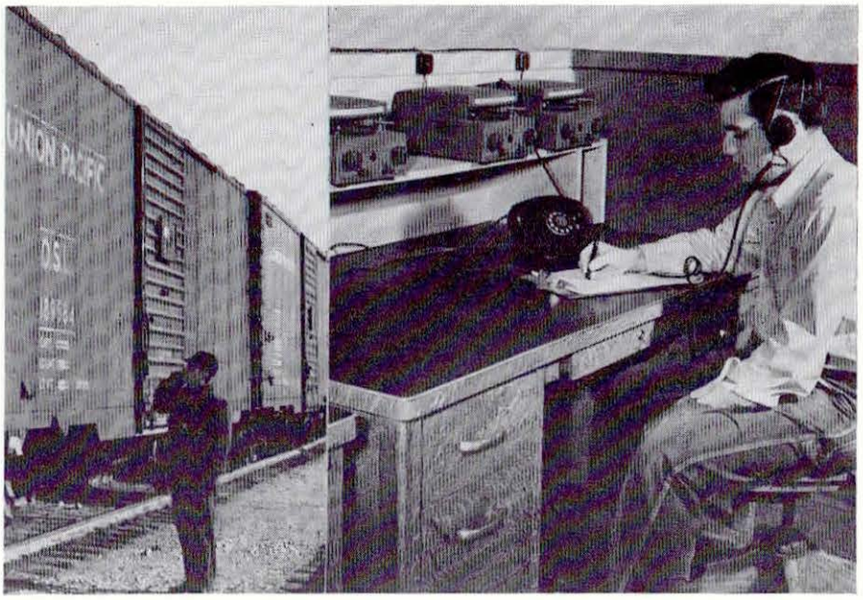
Industrial advisers of the committee include:

Manuel Alonso, manager of foreign sales, American Locomotive Company.

S. M. Felton, president, Shippers' Car Line Corporation.

George W. Baughman, vice-president, Union Switch & Signal Division, Westinghouse Air Brake Company.

Nelson C. Dezendorf, vice-president, General Motors Corporation, and general manager, Electro-Motive Division.



RADIO AND SOUND RECORDING EQUIPMENT team up in the Union Pacific's Kansas City, Kan., yards to cut the time needed to check consists of in- and outbound freight trains. The yard clerk (left) carries a portable radio transmitting set. As he walks along a train ready for departure he calls the initials and numbers of each car, and this information is transmitted by radio to the recording units in the yard office, which transcribe it for replay. On the right a yard clerk in the office listens to the transcription and prepares a list with which he can "pull" the proper waybills. This combination of electronic devices has been so successful in expediting the U.P.'s Kansas City yard operations that similar installations are now being made at Council Bluffs, Iowa, Denver, Colo., Cheyenne, Wyo., and Green River.

P.R.R. Diner Crews Stick With Union Called "Red"

Dining car employees of the Pennsylvania have voted to retain as their collective-bargaining agency a union which a Senate committee has found with "policies and activities . . . directed from the Communist Party headquarters in New York City."

The union is Dining Car and Railroad Food Workers Union. The National Mediation Board has certified results of a recent election wherein the D.C.R.F.W.U. got 1,467 votes, thus winning the right to continue to represent P.R.R. dining-car employees for purposes of the Railway Labor Act.

The challenging union was the Joint Council Dining Car Employees of the Hotel and Restaurant Employees and Bartenders International Union, American Federation of Labor. It got 287 votes.

Southeast to Need More Open Tops

During 1951 an average of more than one multi-million dollar industrial plant was opened in the Southeast each working day. In addition, the territory is "liberally sprinkled" with

CAR SURPLUSES, SHORTAGES

Average daily freight car surpluses and shortages for the week ended March 22 were announced by the Association of American Railroads on March 27 as follows:

	Surplus	Shortage
Plain Box	2,780	877
Auto Box	275	0
Total Box	3,055	877
Gondola	380	568
Hopper	1,272	228
Covered Hopper	197	7
Stock	2,472	0
Flat	34	597
Refrigerator	2,144	17
Other	395	36
Total	9,949	2,330

new and reactivated military installations. These facts, in conjunction with increased movement of imported ore through southeastern ports, result in "a great and continuing need" for open-top cars of all types in that area. This fact highlighted the 29th annual and 97th regular meeting of the Southeast Shippers Advisory Board, held at Savannah, Ga., March 19-20, with Louis A. Schwartz, general manager of the New Orleans Traffic Bureau, presiding as general chairman.

Increased tonnage through southern ports and improved facilities at such ports were described by Henry W. Sweet, general manager of the Georgia Ports Authority and president of the American Association of Port Authorities.

J. L. Cook, general superintendent of transportation of the Seaboard Air Line, chairman of the railway transportation committee, stated that, in the past 30 days, more than 2,000 box cars had been used for loading canned citrus products, which, until the recent agreement of Florida railways to be responsible for any freeze damage to canned citrus in box cars, would have moved in reefers. He pointed out the helpful effect this would have on supply of refrigerator cars for Florida in the heavy shipping season expected between now and May 1.

Louis A. Schwartz, retiring general chairman, was elected chairman of the executive committee for the coming year. J. F. Moore, assistant traffic manager of the Savannah Traffic Bureau, succeeds Mr. Schwartz as general chairman, and C. A. Barinowski, vice-president of the Birmingham Slag Company, was elected vice-chairman, succeeding Mr. Moore. Fred Whittemore, superintendent transportation of the Nashville, Chattanooga & St. Louis, was selected as chairman of the railway transportation committee, and J. P. Derham, assistant vice-president, S.A.L., will be the new chairman of the railway traffic committee. The next meeting of the board will be in Knoxville, Tenn., June 25-26.

Tariff Study Group Sends Out First Questionnaire

The Railroads' Tariff Research Group has sent out the first of a series of questionnaires whereby it will seek views of interested parties on ways and means of simplifying and otherwise improving tariffs. The research group was established by the railroads last Fall under the chairmanship of Charles S. Baxter.

Questionnaire No. 1 asks this question: "Where tariff matter is divided into separately numbered items, should item numbers for matter on 'right-hand' pages appear on the left or right side of the printed matter?" It went to a selected list of tariff users in "all interested fields."

The questionnaire was accompanied by a guide for processing it, and others like it which the research group will issue. The guide said in part:

"The questionnaires will be forwarded under personal cover to selected railroad local freight agents, railroad accounting officers, railroad traffic department officials, freight forwarder officials and industrial traffic managers, but the questions included in them will always be directed to subordinates who use railroad freight tariffs constantly in their daily work.

"The supervisory official receiving the questionnaire will be expected to arrange for the internal handling to develop composite answers from his tariff-using subordinates. He is urged to assure his subordinates that this is their 'show' and that each of them should make up his mind as to the answers. . . .

"Supervisory officials and others who use tariffs only occasionally to assist a subordinate in interpreting a difficult provision should not participate in the composite result. Their 'inning' will come later. . . .

"So far as now can be foreseen all questions can be stated in a form which will require merely a check mark in an appropriate box. . . . No questionnaire will treat with more than one subject. . . .

"In returning the questionnaire the supervisory official is urged to express his own views and those of other members of his official family in an accompanying memorandum when they differ in whole or in part with the consensus expressed by subordinate tariff users. . . ."

Alleghany Regional Board Acts on Pending Bills

The Alleghany Regional Advisory Board, at its 66th regular meeting in Pittsburgh on March 20, voted to approve five Senate bills which would affect transportation. Approval was given to S. 2351 and S. 2753, to require the Interstate Commerce Commission, when issuing certificates for new or extended operations by rail, highway or water, to consider the effect the new service would have on existing transportation. Also approved were S. 2754, to expedite sale of the Inland Waterways Corporation; S. 2744, to assign to the commission responsibility for passing upon the economic justification and public convenience and necessity of any federal waterway projects; and S. 2355, to make rates negotiated under Section 22 final and not subject to change.

Disapproval was voted of S. 1018 and S. 2350, to extend I.C.C. power to deal with per diem matters and impose penalty per diem during emergencies; S. 2352, to impose a yearly license fee upon holders of certificates and licenses; S. 2353, to extend commission authority to require reports by suppliers of locomotives to railroads; and S. 2356, to broaden I.C.C. power over railroads in matters of safety equipment.

D. L. McElroy, vice-president of the Pittsburgh Consolidation Coal Company, was guest speaker at the luncheon session. Mr. McElroy said railroads have changed to diesel motive power primarily on the basis of improved efficiency and cost. "There is no use in crying over spilt milk," he added.

"If the coal industry," he continued, "does not find some way of reducing delivered costs to its consumers it is going to lose most of its business to competing fuels, which move mostly by pipe line, with a consequent greater loss to the railroads from their best customer. . . In other words, the railroads in the coal areas and the producers in the same areas have the common problem of being able to sell coal at a profitable price that will not allow the production and traffic to be taken away from the producer and the railroads. In the long pull, and by that I mean the next 15 to 25 years, I have no doubts about the prosperous future of the coal industry . . . but there is much doubt as to the railroads enjoying their past share of the transportation of this increased production."

J. N. Lind, assistant general traffic manager, National Supply Company, was elected general chairman of the board to succeed W. W. Larkin, traffic manager, Continental Foundry & Machine Co., who was elected delegate to the national association. Other officers elected were: Vice-general-chairman, P. W. Hartsock, assistant traffic manager, Warner Company; general secretary, F. W. Bennett, general traffic manager, Sharon Steel Corporation; chairman of executive committee, J. F. Davis, traffic manager, Babcock & Wilcox Co.; and vice-chairman of executive committee, W. F. Schulten, vice-president, Pittsburgh Consolidation Coal Company. John E. Edwards, Jr., general manager of the Baltimore & Ohio's Central region, was elected chairman of the railroad contact committee.

Gass Sees Fulfillment of Car Program Delayed

The Class I railroads will be unable to carry out plans for raising their freight-car ownership to the "adequate" level of 1,850,000 cars "until sometime in 1954," unless the rate of new-car production is "substantially" increased, Chairman Arthur H. Gass of the Car Service Division, Association of American Railroads, said in his latest monthly review of "The National Transportation Situation."

Mr. Gass noted that achievement of the "adequate-ownership" goal will require the net addition of some 92,500 cars to the present fleet. The gain in ownership in February amounted to about 2,700 cars. This was achieved, despite low production, because February retirements (3,468 cars) were lower than those of any month since last June.

Other equipment data in Mr. Gass' report showed that the scrapping of steam locomotives "continues at a high rate, with 515 retired in February." In the 12 months ended with February, 4,745 steam locomotives were retired; and the monthly average has been 523 since last September.

Mr. Gass' figures on freight car performance showed that the January average of net ton-miles per serviceable freight car per day was 977. This compared with 939 for the previous month, and 1,017 for January, 1951.

Reports from shipper car-efficiency

committees indicated that cars detained beyond the free time of 48 hours averaged 13.7 per cent of those placed in February. This was the lowest percentage detention reported for any February of the past seven years. It compared with January's 15.3 per cent, and 16.66 per cent for February, 1951.

SUPPLY TRADE

Pressed Steel Sales Were $50,434,965

Net sales of the Pressed Steel Car Company and subsidiaries in 1951 totaled $50,434,965, compared with 1950 sales of $16,828,137, according to the annual report. Net income was $1,221,004, compared with a net loss of $900,988.

Road test results of the firm's "Unicel" car have been reported to the Association of American Railroads, John I. Snyder, Jr., president, said in the report, "and some action is expected in the near future. If the action is favorable, the A.A.R. probably will authorize the use in interchange on the nation's railroads of a specific number of cars."

Winthrop B. Reed has been appointed district manager — miscellaneous sales of the **General Steel Castings Corporation** at Eddystone, Pa. Beginning as assistant foreman in the inspection department at Eddystone, Mr. Reed joined General Steel Castings in 1946 after several years service with the army. In 1947 he became sales

Winthrop B. Reed

representative in the miscellaneous sales department and later was appointed sales engineer for the company's eastern district sales offices. Since 1950, he has been arranging with the Ordnance Corps for supply and facilities contracts in connection with the company's production of armor steel castings.

W. E. Henges has been elected president of the **Graybar Electric Company,** to succeed **A. H. Nicoll.** Mr. Nicoll, who formerly was both president and chairman of the board, will continue as chairman. Mr. Henges joined Graybar in 1913 at St. Louis.

W. E. Henges

In 1942 he was appointed district manager there and two years later was transferred to Cleveland in the same capacity. He was elected a director of the company in 1949; vice-president in 1950, and early last year was elected a member of the executive committee.

The plant and property formerly owned by the **Jumbo Steel Company** in Azusa, Cal., has been purchased by the **American Brake Shoe Company.** The American Forge division of Brake Shoe will use the plant to start a west coast steel forging operation.

At a recent stockholders meeting of the **Worthington Pump & Machinery Corp.** it was voted to change the company name to **Worthington Corporation.** H. C. Ramsey, president, said no corporation policies or practices will be affected in any way by the name change, which has been brought about because "Worthington has extended its manufacturing activities into many other fields with the result that today, with few exceptions, every industrial and commercial enterprise is a potential user of one or more of the many other items of our equipment."

L. H. Stott has been elected vice-president and manager of the engineering department of the **Robert W. Hunt Company** of Chicago.

Hyman-Michaels Company, Chicago, has announced election of three vice-presidents: **Solbert J. Barsy,** in charge of the steel division at Chicago; **John R. Mathews,** in charge of the railroad equipment department at Chicago, and **Max Mabel,** in charge of the St. Louis division scrap operations.

Joseph H. Young will become assistant to the chairman of **Poor & Co.,** Chicago, effective April 1. Mr. Young's 71-year career in the railroad and railroad supply fields was detailed on page 91 of the February 4 *Railway Age.* Poor & Co. operates five railway supply and four general manufacturing firms in the United States and three additional firms in those fields in Europe.

OBITUARY

Ernest Frederick Mechlin, 67, patent attorney and general patent counsel for the Symington-Gould Corporation, died of a heart attack on March 13 at his home in Washington, D. C. Mr. Mechlin became associated with the T. H. Symington Company in 1916 and was actively engaged in handling all patent matters for the succeeding companies, including Symington-Gould, at the time of his death. Born in Washington, Mr. Mechlin received a bachelor of science degree from George Washington University in 1907 and in the same year joined the United States Patent Office as assistant examiner. He continued his studies in general patent law at George Washington University and was admitted to the district bar in 1911. He left the patent office for private practice in patent law in 1916.

ORGANIZATIONS

The **Traffic Club of St. Louis** will devote its April 7 noon meeting to the Perfect Shipping Campaign. Steven Hirschmugl, traffic manager of the Cupples Company, will preside. The meeting will be held at the Statler Hotel.

The **Clearing-Cicero Traffic Conference** will hold its annual "Industrial Night" on April 17. Industries of both the Clearing and Cicero districts will be represented by exhibits of their products. Two pioneer members of the Clearing district — R. Hurd, superintendent of car service, Belt Railway of Chicago, and D. Wells, secretary of the Clearing Industrial District — will relate the history of the district and the railroad serving it.

The **Women's Traffic Club of San Francisco** recently installed the following officers: President, Phyllys Nelson, Bethlehem Pacific Coast Steel Corporation; vice-president, Marcia Hemmings, Union Oil Company; secretary, Grace McAuliffe, B. R. Garcia Traffic Service; and treasurer, Betty Sullivan, Pillsbury division, Globe Mills.

The **Washington, D. C., Chapter** of the **Railway Business Women's Association** will hold its biennial weekend party in Washington on April 19 and 20. The program calls for an April 19 dinner session and an April 20

luncheon session, at which the speakers, respectively, will be William T. Faricy, president of the Association of American Railroads, and Morgan Beatty, news commentator. Among other features of the party will be tours of government buildings and visits to other points of interest in Washington.

EQUIPMENT AND SUPPLIES

Santa Fe May Spend $73 Million in 1952

If allocations of materials — especially steel — will permit, the Santa Fe will spend a total of $73 million for new equipment and other improvements during 1952. Of this total about $53 million will go for new freight cars and diesel locomotives. A statement contained in the road's recently released annual report said that allocations may restrict the total expenditures to some amount between $65 million and $70 million and make it necessary to carry a part of this program over into 1953. Last year the road's gross capital expenditures totalled $79.7 million.

LOCOMOTIVES

The **Bangor & Aroostook** has ordered four 1,500-hp. diesel-electric locomotive general-purpose units from the Electro-Motive Division of General Motors Corporation at an estimated cost of $650,000. Delivery is scheduled for next September.

The **Central of Georgia** has ordered six 1,200-hp. diesel-electric locomotive switching units from the Electro-Motive Division of General Motors Corporation at an estimated cost of $106,000 each.

The **Chesapeake & Ohio** has ordered 17 1,500-hp. diesel-electric locomotive road-switching units from the Electro-Motive Division of General Motors Corporation. Delivery of the units, which will cost $167,391 each, is expected not later than March 1953.

The **Lehigh Valley** has ordered three 800-hp. diesel-electric locomotive units from the Electro-Motive Division of General Motors Corporation at a cost of $95,000 each. Delivery of the units, which will be used for road- and yard-switching on the eastern end of the L.V.'s New York division, is scheduled for the last quarter of 1952.

The **Reserve Mining Company** has ordered two 800-hp. diesel-electric switching locomotive units from the Electro-Motive Division of General Motors Corporation. The units are for use on the railroad which will be built to serve the company's taconite operations for its Lakeside project.

The **Santa Fe** has ordered a total of 60 diesel locomotive units from various builders. Details of the orders have not been disclosed.

The **Southern Pacific** has placed orders for 122 new locomotives—comprising 188 diesel units — with the Electro-Motive Division of General Motors Corporation, the Baldwin-Lima-Hamilton Corporation, the American Locomotive-General Electric Companies, and Fairbanks, Morse & Co. A breakdown of the order by builder and type of locomotive was not available at *Railway Age* press time.

The **Wabash** has ordered four 3,000-hp. two-unit diesel-electric freight locomotives and five 1,500-hp. general purpose diesel units from the Electro-Motive Division of General Motors Corporation at an estimated cost of $2,060,000. Delivery is scheduled for next September.

FREIGHT CARS

The **Gulf, Mobile & Ohio** will construct 200 pulpwood cars at its Bloomington, Ill., shops, beginning about April 1. The cars are expected to cost approximately $1,125,000. Inquiry for these cars was reported in *Railway Age*, December 10, 1951 page 70.

The **Southern** has placed tentative orders for 3,250 freight cars at an approximate cost of $20,500,000, and is asking for bids on 250 95-ton ore cars. (The road's intention to place orders for 3,500 cars was reported on page 97 of the February 4 *Railway Age*.) Of the cars ordered, 1,500 70-ton drop-end gondolas will be built by the Pullman-Standard Car Manufacturing Company and 1,750 70-ton triple hoppers by the American Car & Foundry Co.

"We are ordering this new equipment in the interest of national defense," Harry A. DeButts, president of the Southern, said, "and with the hopeful expectation that the freight rate increase to be granted by the Interstate Commerce Commission will produce the revenues railroads must have if they are to continue to make such essential expenditures."

SIGNALING

The **New York Central** has announced plans to install centralized traffic control between Terre Haute, Ind., and Mattoon, Ill., 56 miles. Completion of the project is scheduled for late 1952.

Five sets of intermittent-inductive train control equipment, for installation in rail diesel cars recently ordered by the **New York Central,** have been ordered from the General Railway Signal Company by the Budd Company.

Sixteen sets of intermittent-inductive train control equipment, for installation on freight locomotives being built for the **New York Central** by the American Locomotive-General Electric Companies, have been ordered from the General Railway Signal Company.

MARINE

The **Jersey Central Lines** soon will install radar on its seven ferryboats operating in New York harbor between Jersey City, N. J., and New York. Radar will be installed first on the road's "Cranford," which is scheduled to be ready for operation about mid-April. The other six boats will be similarly equipped shortly thereafter.

IRON & STEEL

The **Lehigh & New England** has ordered 416 tons of rail from the Bethlehem Steel Company.

CONSTRUCTION

D. & R.G.W. Starts Work on $4 Million Hump Yard

Preliminary work is now under way for construction of a new $4 million hump yard on the Denver & Rio Grande Western at Grand Junction, Colo. Initially a 580-foot bridge must be constructed across the yard and across an area known as "Indian Wash" before main construction work on the yard itself can get under way. At present this bridge is about half completed.

The area to be graded for the new yard is three miles long and 600 feet wide. It is expected that this work (including culverts and under-drains) will be done by this fall. Plans call for 24 classification tracks with a total capacity of about 1,200 cars. There will also be six receiving tracks accommodating an additional 600 cars, plus added trackage for repairs, storage of cabooses, washing, diesel maintenance, locomotive storage and a wye.

The yard office will be a five-story structure. All switches will be remotely controlled. In addition to a two-way speaker and paging system, the communications plan calls for a radio system that will permit contact with engines working industrial sidings as far as 13 miles distant from the yard.

Missouri Pacific.—Construction of a substitute route connecting Lesperance Street yard, St. Louis, with 12th Street yard — a single main track on an elevated structure over city streets and other rail lines — will involve expenditure of an estimated $1,240,000. The project includes removal of the Poplar Street main track from the west line of 7th street to Wharf street and

rearrangement of trackage. Right of way has been acquired and plans prepared. Most of the work will be performed by company forces.

At Ford, Ill., barge loading facilities, load and empty tracks, a running track and an unloading hopper are being constructed at a cost of $814,400. Grading work is being performed by Foley Brothers, Inc., of St. Paul, and part of the barge loading facilities are being constructed by the Massman Construction Company, of Kansas City, Mo. All remaining work will be done by company forces.

Construction of additional diesel servicing facilities and removal of repair and servicing facilities for steam locomotives at Ewing avenue, St. Louis, will cost about $539,000. The Pittsburgh-Des Moines Steel Company of Des Moines, Iowa, will erect a fuel tank and remaining work will be done by company forces. As of March 21 this project was about 22 per cent complete.

Yard trackage at Alexandria, La., is being rearranged and extended by company forces at a cost of $73,500. Company forces are also constructing a yard office, locker room and track scale in the 23rd Street yard, St. Louis, at a cost of $63,000.

Pennsylvania. — Construction of side track facilities to a new plant of the Pennsylvania Power & Light Co. at Roxburg-Martins Creek, N. J., has been authorized at a probable cost of $1,025,000.

FINANCIAL

Chicago, Indianapolis & Louisville.—*New Directors.*—Bernard A. Graham, president of the Sunbeam Corporation, Chicago, and Leon S. Wescoat, president of the Pure Oil Company, also of Chicago, have been elected to fill vacancies caused by the death (in 1951) of John E. Dwyer and the resignation of Philip D. Armour.

New York Central.—*Merger of Subsidiaries.*—This road has asked the I.C.C. for authority to effect a merger into the parent company of seven wholly owned subsidiaries — West Shore; New Jersey Junction; New York & Fort Lee; Wallkill Valley; Toledo & Ohio Central; Lake Erie, Alliance & Wheeling, and Federal Valley. Cumulatively, their mileage totals 1,248 miles. All of this is presently leased and operated by the Central except the 2.5-mile N. Y. & F. L. and the 15.9-mile F. V.

The merger would be effected pursuant to an agreement dated February 13, 1952; as a result of it all outstanding shares of the subsidiary companies would be cancelled. Elimination of the separate companies would simplify the Central's corporate structure, eliminate the cost of maintaining separate organizations, and effect other worthwhile savings, the application said.

Some of the subsidiary property is encumbered and the Central has asked the I.C.C. for authority to assume obligation for the following: $46,329,500 of first mortgage bonds of the West Shore; $1,700,000 of first mortgage bonds of the New Jersey Junction; $14,567,000 of refunding and improvement bonds of the Toledo & Ohio Central, and $2,389,000 of first mortgage bonds of the Kanawha & Michigan. The latter road was merged into the Toledo & Ohio Central in 1938, and the T. & O. C. took over the K.&M. obligations.

New York, New Haven & Hartford.—*Trackage Rights.*—Division 4 of the I. C. C. has approved a revised agreement under which this road may continue to operate over the Seaview Avenue Industrial Railway of the Stanley Works, about one mile, in Bridgeport, Conn. The new agreement, effective January 1, 1952, relieves the industrial line of all charges and expenses it was obligated to pay under the previous arrangement.

Norfolk Southern.—*Stock Split.*—This road is seeking authority to make a two-for-one split of its no-par common stock. In an application filed with the I.C.C., the road asked permission to issue up to 200,000 new common shares, to be distributed among present stockholders, one new share for each share presently held. The road has 195,166 common shares outstanding among 1,336 stockholders.

The N.S. also seeks authority to make an appropriate change in the conversion privileges of its outstanding general mortgage bonds. Where one share is now authorized, a bondholder would be entitled to receive two of the new shares. A like change would be made for holders of Certificates of Deposit, which date back to the N.S. reorganization in 1940.

The road's application said this split of its stock would increase marketability of the common, and create a broader public interest in the road. Its stock is traded "over the counter" and the recent price range has been from $34 to $37 a share.

South Western.—*Control by Central of Georgia.*—The I. C. C. has deferred final action on the Central of Georgia's pending application for authority to acquire control of South Western through purchase of a majority of the latter's capital stock. The Central proposes to pay $75 a share for 34,232 shares, but the commission found that the record in the case would not permit a finding that the offered price is "just and reasonable." Accordingly, it deferred action until parties can supplement the record in this respect. Further hearings will be held.

The South Western is, the commission noted, an "important link" in the system operated by Central, and the latter is the "logical carrier to control South Western." The S. W. has total main line mileage of 298.7 miles, together with 32.7 miles of branch lines.

Since July 1, 1948, when the Central's plan of reorganization was consummated, the S. W. has been operated for its own account by the C. of G. Court action by minority stockholders prevented Central from acquiring control of the S. W. properties; but the Central set up a depositary agreement under which holders of S. W. stock could deposit their shares for sale to Central at $75 a share. The present application by Central was for authority to purchase the stock deposited. Minority stockholders contend the $75 price is "grossly inadequate" in view of present revenues of the S. W., its value to the Central system, and the value of its assets.

Wisconsin Central.—*Reorganization.*—The I.C.C. has approved a revised plan of reorganization for this road, calling for a capitalization of $58,947,900. Effective date of the new plan would be July 1, 1952. Among other things, it would give the Canadian Pacific and the Minneapolis, St. Paul & Sault Ste. Marie approximately 52 per cent of the common stock of the reorganized road. The W.C. property is presently operated by the Soo Line as agent for the trustee.

A previous reorganization plan for this road was approved by the I.C.C. in 1947. It provided capitalization of $46,840,600, but this figure included no equipment obligations. The new capitalization includes $3,000,000 of outstanding equipment obligations.

Changes in the new plan include an increase, from $70,000 to $718,276, in annual fixed charges; new first mortgage bonds would bear fixed interest instead of contingent interest; holders of W.C. first general mortgage bonds would receive cash plus new fixed-interest bonds; holders of Superior & Duluth division first mortgage bonds would receive "substantially better treatment," and a portion of new common stock would be available for holders of unsecured claims.

The new capitalization of $58,947,900 for the road would consist of $3,000,000 of equipment obligations, $14,706,900 of new first mortgage 4 per cent bonds, $20,441,000 of general mortgage 4½ per cent contingent interest bonds, and $20,800,000 of new common stock. The stock, consisting of 208,000 shares, would have no par value, but would have stated value of $100 per share.

Except for interest and unsecured claims of the Soo, other unsecured claims, together with the old common and preferred stock, would be found to have no value in the new reorganization plan.

The W.C. owns approximately 906 miles of road and 145 miles of trackage rights in Wisconsin, Minnesota, Michigan and Illinois. The C.P. and the Soo, with subsidiaries, owned 45.28 per cent of the total voting rights under the old common and preferred stock.

Investment Publications

[The surveys listed herein are for the most part prepared by financial houses for the information of their customers. Knowing that many such surveys contain valuable information, *Railway Age* lists them as a service to its readers, but assumes no responsibility for facts or opinions which they may contain bearing upon the attractiveness of specific securities.]

Baker, Weeks & Harden, One Wall st., New York 5.

Outlook for Eastern Railroads; Improving Efficiency of New York Central. February 29.

Fahnestock & Co., 65 Broadway, New York 6.

Atlantic Coast Line Railroad Co. Weekly Review, March 24.

Gulf, Mobile & Ohio Railroad Co. Weekly Review, March 17.

H. Hentz & Co., 60 Beaver st., New York 4.

The Improving Railroad Outlook. Fortnightly Review, March 17.

R. W. Pressprich & Co., 48 Wall st., New York 5.

Railroad Equipment Debt Maturities vs. Depreciation Charges. March.

Vilas & Hickey, 49 Wall st., New York 5.

1951 Comparison of Railroad Income Bonds. March 5.

Reading Company. February 19.

Southern Railway. February 29.

New Securities

Application has been filed with the I.C.C. by:

CHESAPEAKE & OHIO.—To assume liability for $9,450,000 of equipment trust certificates to finance in part 37 diesel-electric locomotive units and 1,032 freight cars. Estimated total cost of this new equipment is $11,847,803.

	Description and Builder	Estimated Unit Cost
5	4,500-hp. freight locomotives, each consisting of two 1,500-hp. "A" units and one 1,500-hp. "B" unit (Electro-Motive Division, General Motors Corporation)	$503,440
12	1,500-hp. road-switchers (Electro-Motive)	157,767
5	1,200-hp. switching locomotives (Electro-Motive)	105,261
5	1,600-hp. road-switchers (American Locomotive-General Electric Companies)	185,234
507	70-ton hopper cars (American Car & Foundry Co.)	5,729
525	50-ton box cars (Pullman-Standard Car Manufacturing Company)	5,832

The certificates, to be dated April 15, would mature in 30 semiannual installments of $315,000 each, beginning October 15, 1952. They would be sold by competitive bids, with the interest rate to be set by such bids.

ILLINOIS CENTRAL.—To assume liability for $4,950,000 of equipment trust certificates, series "35," to finance in part 50 diesel-electric locomotive units costing an estimated $6,632,000.

	Description and Builder	Estimated Unit Cost
6	2,250-hp. passenger locomotive "A" units (Electro-Motive Division General Motors Corporation)	$242,000
2	2,250-hp. passenger locomotive "B" units (Electro-Motive)	224,000
5	1,500-hp. road-switchers (Electro-Motive)	154,940
2	1,500-hp. road-switchers (Electro-Motive)	158,650
20	1,200-hp. yard switching locomotives (Electro-Motive)	102,625
15	1,200-hp. yard switching locomotives (Electro-Motive)	105,833

The certificates would be dated May 1 and would mature in 30 semiannual installments of $165,000 each, beginning November 1, 1952. They would be sold by competitive bidding, with the interest rate to be set by such bids.

Division 4 of the I.C.C. has **authorized:**

BALTIMORE & OHIO.—To assume liability for $3,870,000 of series DD equipment trust certificates to finance in part 1,000 50-ton hopper cars costing an estimated $4,850,000 (*Railway Age*, March 3, page 82). Division 4 approved sale of the certificates for 99.0516 with interest at 3 per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds to the road approximately 3.17 per cent. The certificates, dated March 1, will mature in 15 annual installments of $258,000 each, beginning March 1, 1953. They were reoffered to the public at prices yielding from 2.2 to 3.2 per cent, according to maturity.

Dividends Declared

BELT RR & STOCK YARDS.—common, 50, quarterly; 6% preferred, 75c, quarterly, both payable April 1 to holders of record March 21.

DOVER & ROCKAWAY.—$3, semiannual, payable April 1 to holders of record March 31.

LAKE SUPERIOR & ISHPEMING.—35c, quarterly, payable April 15 to holders of record April 1.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.—common $1, payable March 31 to holders of record March 14.

ANNUAL REPORTS

Railroad		Operating Revenues	Operating Expenses	Fixed Charges	Net Income	Current Assets*	Current Liabilities*	Long Term Debt*
Akron, Canton & Youngstown	1951	$5,726,423	$3,856,145	$170,777	$575,130	$2,272,209	$1,772,312	$5,092,110
	1950	5,051,782	3,349,596	174,078	608,097	2,389,463	1,587,393	3,799,880
Atlanta & St. Andrews Bay	1951	3,585,923	1,654,137	34,298	564,025	2,241,349	1,359,223	none
	1950	3,021,346	1,448,597	47,485	622,883	1,873,412	998,512	466,000
Atlantic & Danville	1951	1,841,054	1,476,012	11,854	57,815	619,115	294,871	3,900,685
	1950	1,465,434	1,113,409	13,400	82,472	892,063	328,689	3,927,014
Atchison, Topeka & Santa Fe System	1951	570,581,708	426,290,324	8,108,967	73,345,778	236,906,418	115,373,635	203,552,496
	1950	522,675,610	350,797,219	8,329,320	82,141,791	256,391,283	127,252,847	209,577,280
Baltimore & Ohio	1951	451,277,841	366,328,121	18,414,800	19,151,707	110,261,391	69,821,773	595,083,385
	1950	402,541,895	324,575,869	19,564,002	15,037,080	112,793,832	69,002,212	597,516,494
Bangor & Aroostook	1951	11,103,474	8,709,999	598,306	714,652	5,031,310	1,869,549	14,900,412
	1952	11,605,607	8,007,414	593,801	1,269,980	4,810,610	2,326,178	14,861,360
Chesapeake & Ohio	1951	368,186,306	261,222,345	11,687,861	38,122,534	122,965,698	94,426,606	372,721,896
	1950	318,676,866	221,010,429	12,006,853	33,947,092	117,266,290	92,046,557	349,569,940
Chicago & Western Indiana	1951	†	†	2,620,973	3,580d	4,603,962	3,877,902	81,387,110
	1950	†	†	2,662,909	286,047d	4,572,843	3,682,409	81,534,142
Chicago, Rock Island & Pacific	1951	198,548,698	150,944,436	2,246,861	15,419,099	67,171,096	39,842,639	96,221,230
	1950	179,652,325	130,706,475	2,101,055	17,888,594	71,974,206	39,495,418	84,335,353
Delaware, Lackawanna & Western	1951	89,621,240	71,892,826	4,940,126	6,371,863	28,585,167	12,046,510	136,260,132
	1950	82,343,567	63,995,304	4,989,303	3,842,748	23,190,371	11,302,168	133,556,242
Elgin, Joliet & Eastern	1951	54,826,739	34,825,911	542,214	3,984,919	16,960,525	20,938,935	16,360,000
	1950	48,909,654	27,414,274	574,703	7,334,843	21,328,950	22,256,777	17,388,000
Erie	1951	178,857,243	134,969,353	5,213,006	9,735,972	51,956,075	37,718,830	207,037,471
	1950	166,190,464	121,610,079	5,150,416	9,860,649	55,417,404	39,515,193	203,743,082
Fonda, Johnstown & Gloversville	1951	950,223	960,228	14,015	57,325d	308,209	178,367	1,080,675
	1950	923,587	909,683	14,498	24,930d	294,432	153,243	1,102,700
Illinois Terminal	1951	12,705,098	9,877,001	556,415	462,596	4,458,639	3,629,281	14,617,987
	1950	11,913,066	8,964,184	574,511	685,090	4,810,396	3,526,869	15,582,955
Lehigh Valley	1951	79,149,773	60,675,309	3,912,918	5,846,985	24,258,612	12,427,601	122,069,416
	1950	71,236,123	54,738,120	3,849,721	3,620,896	23,721,647	11,756,038	134,928,714
New York, New Haven & Hartford	1951	159,105,404	127,348,726	5,777,999	4,012,660	26,750,946	33,689,117	201,084,440
	1950	150,764,985	115,075,645	4,312,460	6,625,022	43,874,775	34,609,584	213,196,323
New York, Ontario & Western	1951	7,258,526	6,486,374	1,508,746	1,950,263d	1,365,852	8,123,828	38,812,620
	1950	7,101,330	6,306,996	1,512,286	1,995,880d	1,666,962	8,076,500	38,955,730
Norfolk Southern	1951	11,612,722	8,813,838	234,572	817,096	3,747,362	2,378,126	5,316,507
	1950	9,573,562	7,953,845	267,181	588,588	2,855,727	1,373,604	7,065,397
Seaboard Air Line	1951	149,337,053	111,211,466	2,177,879	15,990,713	55,988,303	31,063,490	120,222,900
	1950	135,536,776	98,822,143	2,326,342	14,175,148	48,643,042	32,033,427	111,887,000
Southern Pacific Transportation System	1951	647,670,995	499,335,838	20,412,322	46,019,037	240,992,790	118,086,314	663,162,419
	1950	598,262,728	437,315,363	20,808,560	50,839,062	236,899,719	123,448,347	661,799,739

* On December 31.
† Absorbed by joint facility account.
d Deficit.

LITERATURE and PAMPHLETS Offered by *Railway Age* Advertisers

Following is a compilation of literature and pamphlets offered free-of-charge by advertisers in the five March issues of *Railway Age*. To receive the additional literature desired, merely circle the item number(s) on the card below.

756. Electrical Parts Cleaner
Dearborn Chemical Company. Complete information on the Dearborn line of railroad cleaners, including the Dearborn Electrical Parts Cleaner No. 90.

757. Respirators
Willson Products, Inc. Bulletin available describes Willson Respirators and information on the Willson line of protective equipment, including gas masks.

758. Steam Pipe Insulating Tape
Union Asbestos & Rubber Company. New bulletin gives complete data on Unarco Insutape for covering locomotive steam piping.

759. Solid Journal Bearings
Magnus Metal Corp. subs of National Lead Co. Booklet "The Facts About AAR Solid Journal Bearings" gives data about standard AAR solid bearings.

760. Train Washer
Whiting Corporation. Bulletin CWC-409 gives additional information on the Whiting Train Washer.

761. Signalman's Equipment
Fairbanks, Morse & Company. Descriptive literature available on any of the Fairbanks-Morse line of signalman's equipment. *Please specify.*

762. Tractor Winches
Hyster Company. Catalog available describing the Hyster line of tractor winches.

763. Track Wire & Railroad Cable
The Okonite Company. Full details on Okonite-Okoprene track wire and parkway cable, and their use in connection with retarders, switch machines, track circuits and signals.

764. Derailers
The Nolan Company. Catalog gives complete description of The Nolan Derailers, each equipped with flag.

765. Resilient Side Bearings
The Symington-Gould Corporation. Bulletin S-415 gives a complete description of the Symington Resilient Side Bearings.

766. Communication Equipment
Automatic Electric Sales Corporation. Complete information on any of the Automatic Electric line of communication equipment, including telephones, switches, relays, voice frequency repeaters, etc. *Please specify.*

767. Railroad Cleaning
Oakite Products, Inc. 56-page booklet "Railroad Cleaning" describes Oakite's knowledge of the problems associated with railroad maintenance, overhaul and repair.

768. Ride-Control Truck
American Steel Foundries. Booklet "Quick Facts II" explains how the ASF Ride-Control Truck functions.

769. Portable Gas Cutting Machine
Air Reduction Sales Company. Complete information on the new Airco No. 20 Radiograph gas cutting machine.

770. Steam Generators
Vapor Heating Corporation. Full information offered on the Vapor Steam Generator.

771. Vinylite Passenger Car Flooring
Bakelite Co. Div. Union Carbide & Carbon Corp. Complete story on "Terraflex" passenger car flooring made of Vinylite Brand Resins.

772. Eye Protection Program
American Optical Company. Booklet "Improved Industrial Vision" tells how AO's Industrial Vision Program operates.

773. Twin Hook Frog Plates
Bethlehem Steel Company. Folder 390 gives full information on the various types and sizes of Bethlehem Twin Hook Frog Plates.

774. Windows
The Adams & Westlake Company. Complete details on the construction features of Adlake Breather Windows for passenger cars.

775. Railroad Insulation Products
Johns-Manville. Complete information on the J-M line of insulating products for railroads, including Stonefelt blanket type insulation and Thermo-Wrap lace-on type pipe insulation.

776. Diesel Fueling Assemblies
Barco Manufacturing Co. Bulletin #1150 completely describes the new Barco assembly for fueling diesel electric locomotives.

777. Fasteners
The Lamson & Sessions Co. Complete information on any of the L & S line of fasteners, including: cotters, cap screws, lock nuts, large bolts, square & hex. nuts, Weathertite Bolts, Phillips & clutch head screws, etc. *Please specify.*

778. Timber Strusses & Beams
Timber Structures, Inc. Booklet "Engineered Timber Construction" gives detailed data on glulam construction.

(Continued first column reverse side)

Additional Product Information

This is a complete list of products mentioned in the advertisements in this issue. For more data on any product shown, circle the page number(s) on the reply cards below, fill in and mail. *Note:* If the advertiser mentions more than one product, or if more than one ad appears on the page, *write in* the name of the product you are interested in.

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BUSINESS REPLY CARD
First Class Permit No. 153 (Sec. 34.9, P.L.&R.), New York, N.Y.

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RAILWAY AGE

30 Church Street

Reader Service Dept. **New York 7, New York**

RAILWAY AGE March 31, 1952

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On pages....., I desire data on ..... only!
product (s)

Name & Title .....

Company .....

Address .....

.....

LITERATURE & PAMPHLETS

779. Colorless Liquid Preservative
The Lehon Company. Technical information and prices available on Mule-Hide Dri-Seal masonry and wood structure preservative, a colorless liquid Silicone.

780. Roof Check Inspection Service
Philip Carey Mfg. Company. Details available on the Carey Roof Check Inspection Service.

781. Air Dump Car
Differential Steel Car Co. Full story offered on the operation and use of the Differential Air Dump Car.

782. Windshield Wipers
Sprague Devices, Inc. Maintenance manuals on Air-Push wipers available.

783. Two-Way Radio Communication
Motorola. Complete information available on the Motorola two-way railway radio communications.

784. Vibrator Converter
Cornell-Dubilier Electric Corp. Complete data on the Cornell-Dubilier vibrator converter as used in radio communication.

785. Nuts
Lewis Bolt & Nut Company. Complete details on Loktite Speed Holding Nut #2.

786. Vapor-Drying
Vapor-Drying Div. Taylor-Colquitt Co. The complete story offered of the Vapor-Drying process.

787. Dictating Machine
Thomas A. Edison, Inc. New descriptive booklet, "Line on Televoice" describes the Televoicewriter—dictating instrument.

788. Steel Crossings
Blaw-Knox Div. Blaw-Knox Co. Bulletin 2395 gives complete information on crossings and other railroad applications for Blaw-Knox Self-Cleaning Grating.

789. Retaining Strips
Signode Steel Strapping Company. Detailed information offered in new literature on Signode Retaining Strips.

790. Interlocking Coupler
The Symington-Gould Corporation. Circular No. 5550 gives detailed and important features of the Symington-Gould Type F interlocking coupler.

MANUFACTURERS' ANNOUNCEMENTS

791. Braided Wire Sling
Union Wire Rope Corp. 50 page booklet "Tuffy Sling Handbook and Riggers' Manual" illustrates: 11 sling types and covers their dimensions, weights and safe working loads; 11 types of sling fittings; care of slings; methods of factory fitting and packaging; illustrated, step-by-step instructions for splicing braided wire sling fabric.

792. Fork Lift Trucks
Towmotor Corp. 34-page profusely illustrated booklet "What Makes It Tick?" provides basic product information on the Towmotor line of fork lift trucks; includes a non-technical analysis of the construction features, with a simple explanation of how these features contribute to materials handling.

793. Locomotive Type Crane Trucks
Baker Industrial Truck Div. Baker-Raulang Co. Bulletin 1613 describes Baker model CXB and CXF locomotive type crane trucks; uses cutaway photos to show construction details; includes engineering specifications, drawings and actual photos showing these trucks at work.

794. Electric Fork & Platform Trucks
Baker Industrial Truck Div. Baker-Raulang Co. Case Study 3061 contains detailed materials handling information on how West Penn Power Co. uses Baker electric fork and platform trucks to keep material moving on schedule.

795. Battery-Water Units
A. E. Tomkin & Co. 2-color folder gives general description of the Hydrion battery-water units for the conversion of ordinary tap water to pure mineral-free water for battery maintenance purposes.

796. Plugs
Huron Manufacturing Company. Brochure "Clean Diesel Tanks Last Longer" describes, illustrates and shows several applications of Huron plugs on high pressure steam boilers.

797. Semi-Plastic Protective Coating
Spring Packing Corp. 12-page booklet illustrates various applications of Dednox semi-plastic protective coating for rolling stock.

798. Lubrication of Railroad Motive Power
The Texas Company. A 12-page article "Lubrication of Railroad Motive Power" appears in the February issue of The Texas Company house organ *Lubrication;* fully illustrated and graphically presented it contains a complete word picture of railroad locomotive lubrication.

799. Motor Trucks
International Harvester Company. 32-page booklet "He's Our Baby!" contains expressive baby pictures (taken from Simon & Shuster's "The Baby") and apt captions taken from the motor truck world.

800. Carloading Methods
Signode Steel Strapping Co. 8-page illustrated bulletin describes in shirtsleeve language 4 case histories,—covering shipments of water heaters, electric and gas ranges, and stoves—with diagrams showing use of steel strapping and anchor plates, floating loads, bulkbinding, and gate construction in perfecting damage-free carloading methods.

801. Hand Brake Safety
Equipco Hand Brake Div. Union Asbestos & Rubber Co. 12-page pocket-size folder "Hand Brake Safety" contains data on hand brake operational features and their relationship to operator's safety. It contains features like: ease of operation, prevention of car-impacts, requisites of safe hand brakes.

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On pages....., I desire data on .....only!
product (s)

Name & Title .....

Company .....

Address .....

PHILADELPHIA & TRENTON.—$2.50 quarterly, payable April 10 to holders of record March 31.
WABASH.—4½% preferred, $4.50, annual, payable April 18 to holders of record March 31.

Security Price Averages

	Mar. 25	Prev. Week	Last Year
Average price of 20 representative railway stocks	58.57	58.85	54.70
Average price of 20 representative railway bonds	93.22	93.31	96.80

RAILWAY OFFICERS

EXECUTIVE

John B. Helwig, assistant vice-president of the MINNEAPOLIS & ST. LOUIS, has been elected resident vice-president at Los Angeles, Cal., and continues in charge of western traffic

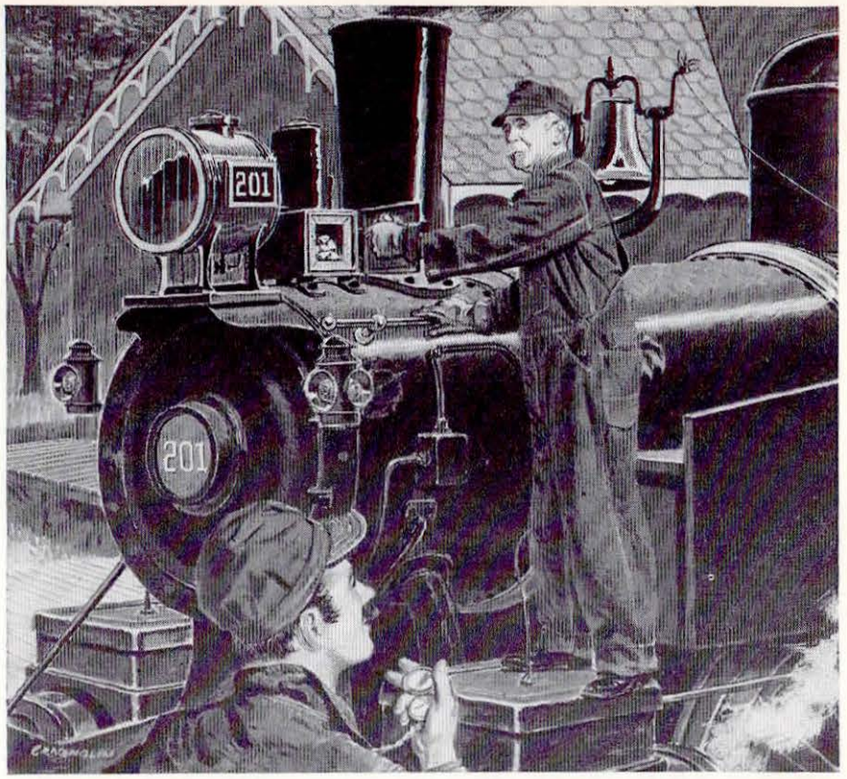
John B. Helwig

offices. **C. L. Fuller,** freight traffic manager at Minneapolis, has been appointed assistant to vice-president.

Mr. Helwig worked as a stenographer

C. L. Fuller

in the Cincinnati offices of several railroads before joining the M. & St. L. in 1911. He held various positions in its traffic department, until he was ap-



We no longer get orders for carbide

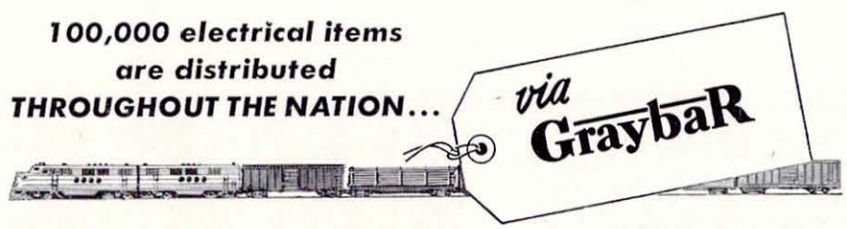
. . . but, throughout the nation, railroads rely on Graybar for procurement of lamps for every lighting need.

The acetylene lanterns, once used for railroad lighting, operated on a handful of common carbide and a few drops of water — no purchasing problem at all. But today, with scores of different lamps in general railroad use, it's a complex job . . . it's the reason you'll find it profitable to order from an experienced, all-inclusive source — your near-by Graybar office.

Graybar distributes every type and size of lamp required for railroad lighting — including signal lamps. Made by General Electric, you can be sure of high quality and maximum service-life. Local stocks, maintained near important railroad centers, mean prompt deliveries.

In addition to filament, fluorescent, and mercury lamps of all kinds, Graybar offers the most complete selection of lighting units available from any source. So, make it a point to call Graybar first for lamps . . . for lighting units . . . for everything electrical. *Graybar Electric Co., Inc. Executive offices: Graybar Building, New York 17, N. Y.* 233-203

100,000 electrical items are distributed THROUGHOUT THE NATION...



OFFICES AND WAREHOUSES IN OVER 100 PRINCIPAL CITIES

For additional information, use postcard on pages 65, 66

pointed assistant general freight agent in 1935. He became assistant traffic manager in 1938, western traffic manager in 1939, and assistant vice-president in 1948.

Mr. Fuller entered M. & St. L. service in 1925 as a stenographer in the Minneapolis general office, and later served as traffic representative at several points. He returned to Minneapolis in 1936, and was promoted to assistant general freight agent in 1938, assistant traffic manager in 1945, traffic manager in 1949, and freight traffic manager in 1950.

George A. Landry, vice-president of Western Electric Company, has been elected president and a director of the MANUFACTURERS JUNCTION RAILROAD, effective May 1. The road is a Western Electric subsidiary which serves the company's Hawthorne works and other industries in the vicinity of the plant at Cicero, Ill. Mr. Landry will succeed **Douglas F. G. Eliot,** also a W. E. vice-president, who is retiring.

FINANCIAL, LEGAL & ACCOUNTING

H. W. Kirch, assistant freight claim agent for the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has been appointed freight claim agent at Chicago. **E. H. Suhrbier,** assistant freight claim agent at Chicago, has been named western freight claim agent at Seattle. **A. H. Ducret,** chief clerk in the freight claim department at Chicago, has been appointed assistant freight claim agent there.

J. H. Andrews, freight claim agent for the CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC, has been appointed general freight claim agent at Chicago.

George O. Mitchell, assistant local treasurer of the CANADIAN PACIFIC at Winnipeg, has been appointed local treasurer at the same point.

OPERATING

John H. Gilfillan, general supervisor terminals of the CHICAGO, BURLINGTON & QUINCY at Chicago, has been appointed assistant superintendent at Omaha, succeeding **Charles J. Miller,** who has been promoted to assistant to the general manager at Chicago.

C. C. Scheuble has been appointed assistant general superintendent of the MINNEAPOLIS & ST. LOUIS, at Minneapolis, succeeding **Frank B. Clark,** who has been appointed general superintendent. E. W. Latham trainmaster, has been appointed assistant general superintendent at Oskaloosa, Iowa, succeeding the late **J. W. Skoloda. T. A. England,** chief dispatcher, succeeds Mr. Latham at Oskaloosa.

A. L. Adams has been appointed trainmaster, San Antonio division, of the MISSOURI PACIFIC, succeeding **L. M. Elledge,** whose promotion to assistant superintendent of the Joplin and White River divisions was reported in *Railway Age* March 24.

J. T. Alexander, assistant superintendent of the Cincinnati division of the LOUISVILLE & NASHVILLE at Latonia, Ky., has been appointed superintendent of the Nashville terminals of the L.&N. and the NASHVILLE, CHATTANOOGA & ST. LOUIS. He succeeds the late **N. L. Dunning. J. W. Lovell** succeeds Mr. Alexander at Latonia.

TRAFFIC

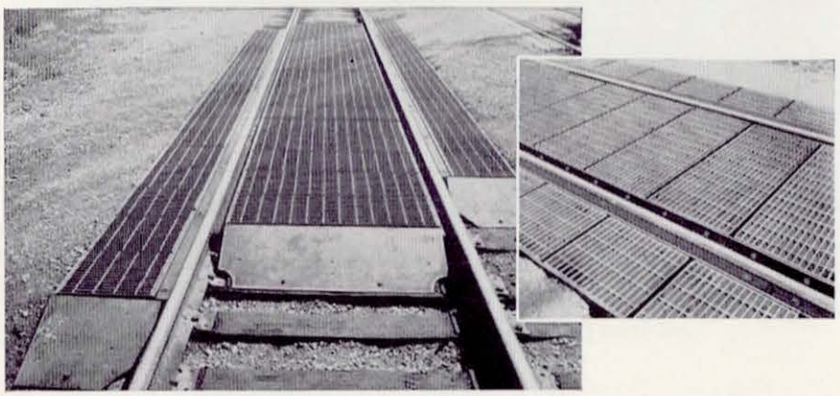
F. W. Powers has been appointed general agent of the CHICAGO & EASTERN ILLINOIS at Shreveport, La.

Frank G. Browder, Jr., freight service representative of the CHESAPEAKE & OHIO at Atlanta, Ga., has been appointed general agent at Memphis, Tenn.

Vern G. Russell, assistant general freight agent of the MINNEAPOLIS & ST. LOUIS at St. Paul, has been appointed general freight agent, in charge of traffic offices in St. Paul and the

(Continued on page 68)

TRACK MAINTENANCE *costs less with a* BLAW-KNOX CROSSING



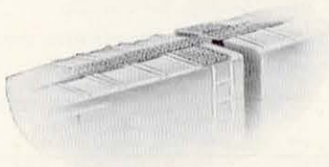
- **Lasts as long as the rails themselves . . . sections are electroforged steel with no loose parts.**
- **Adds to the life of rails . . . open mesh construction allows perfect drainage, ventilation . . . preserves life of ties.**
- **Tamping tracks, renewing ties and cleaning ballast can be done in much less time than with ordinary crossings. Sections can be easily lifted by two men.**

Railroad maintenance supervisors find that the prefabricated sections are easy to install and require no equipment to tie up tracks. "Pumping" is virtually eliminated . . . better traction for crossing vehicles is provided by the twisted cross bars. Installation can be made at any curve or tangent. For information on Crossings and other railroad applications for Blaw-Knox Self-Cleaning Grating, write for Bulletin 2395.

Railway Equipment and Grating Departments

BLAW-KNOX DIVISION of Blaw-Knox Company

2044 Farmers Bank Bldg., Pittsburgh 22, Pa.



Applications of Blaw-Knox Grating for railroads include: Running boards for roof cars and tank cars, platforms, brake steps, diesel fan funnel grills, diesel ramps, battery boxes, battery shelves, and locomotive and tender steps. We will be glad to show how it can be adapted to your needs.

BLAW-KNOX *Electroforged®*
STEEL CROSSINGS

OPERATING REVENUES AND OPERATING EXPENSES OF CLASS I STEAM RAILWAYS

Compiled from 127 monthly reports of revenues and expenses representing 131 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF DECEMBER 1951 AND 1950

Item	United States		Eastern District		Southern District		Western District	
	1951	1950	1951	1950	1951	1950	1951	1950
Miles of road operated at close of month	225,918	226,069	53,224	53,304	45,863	45,947	126,831	126,818
Revenues:								
Freight	$689,298,215	$673,436,830	$248,890,574	$241,860,747	$155,838,648	$142,414,922	$284,568,993	$289,161,161
Passenger	88,238,433	79,271,125	45,572,909	41,870,623	13,433,375	11,958,975	29,232,149	25,441,527
Mail	78,521,632	131,008,350	34,208,130	55,746,412	14,338,239	24,579,409	29,975,263	50,682,529
Express	8,641,673	9,188,032	2,527,418	2,794,245	1,933,953	1,829,681	4,180,302	4,564,106
All other operating revenues	37,995,540	34,908,235	15,961,760	15,317,748	6,613,823	6,034,245	15,419,957	13,556,242
Railway operating revenues	902,695,493	927,812,572	347,160,791	357,589,775	192,158,038	186,817,232	363,376,664	383,405,565
Expenses:								
Maintenance of way and structures	114,369,394	104,551,722	41,281,631	42,678,856	24,012,405	19,527,531	49,075,358	42,345,335
Depreciation	11,567,575	11,696,575	4,661,695	4,930,750	2,219,749	2,243,325	4,686,131	4,522,500
Retirements	7,753,268	5,653,167	2,660,136	3,026,106	2,861,336	1,471,166	2,231,796	1,155,895
Deferred maintenance	*241,148	1,262,696	270,332	1,500,000	*511,480	*184,468	.....	*52,836
Amortization of defense projects	*243,378	301,045	*245,406	14,796	*33,177	41,596	35,205	244,653
Equalization	*2,966,260	*66,052	484,498	3,007,806	*3,253,158	*3,180,487	*197,600	106,629
All other	98,499,337	85,704,291	33,450,376	30,199,398	22,729,135	19,136,399	42,319,826	36,368,494
Maintenance of equipment	128,138,569	163,416,361	49,489,885	77,838,873	23,809,957	27,544,657	54,838,727	58,032,831
Depreciation	31,504,302	25,265,948	10,248,522	9,205,893	8,036,345	5,812,236	13,219,435	10,247,819
Retirements	*100,560	*721,768	*35,503	*18,378	*53,668	*689,008	*11,389	*14,382
Deferred maintenance and major repairs	3,421,325	14,343,282	3,421,867	14,155,506	*542	*13,708	.....	*98,516
Amortization of defense projects	*39,966,570	2,496,518	*18,224,273	336,462	*11,342,877	319,919	*10,399,420	1,840,137
Equalization	*557,087	*1,628,313	*13,758	*1,115,909	*332,104	*620,777	*211,225	108,373
All other	133,837,159	123,660,694	54,093,030	54,975,299	27,502,803	22,735,995	52,241,326	45,949,400
Traffic	17,529,207	16,779,307	5,476,225	5,603,770	3,883,496	3,604,017	8,169,486	7,571,520
Transportation—Rail line	350,424,461	327,227,540	153,145,639	140,292,977	60,934,904	57,772,874	136,343,918	129,161,689
Miscellaneous operations	11,582,563	9,894,239	4,198,784	3,706,560	1,749,815	1,562,675	5,633,964	4,625,004
General	27,000,034	23,552,567	10,959,829	9,283,630	5,773,720	4,899,665	10,266,485	9,369,272
Railway operating expenses	649,044,228	645,421,736	264,551,993	279,404,666	120,164,297	114,911,419	264,327,938	251,105,651
Net revenue from railway operations	253,651,265	282,390,836	82,608,798	78,185,109	71,993,741	71,905,813	99,048,726	132,299,914
Railway tax accruals	101,899,302	153,906,475	27,755,067	44,403,953	33,035,688	39,321,824	41,108,547	70,180,698
Pay-roll taxes	23,083,614	22,979,897	9,379,397	9,632,855	4,504,216	4,271,335	9,200,001	9,075,707
Federal income taxes†	50,795,424	103,793,272	7,758,088	24,839,264	21,752,250	28,797,768	21,285,086	50,156,240
All other taxes	28,020,264	27,133,306	10,617,582	9,931,834	6,779,222	6,252,721	10,623,460	10,948,751
Railway operating income	151,751,963	128,484,361	54,853,731	33,781,156	38,958,053	32,583,989	57,940,179	62,119,216
Equipment rents—Dr. balance	12,470,163	11,141,741	6,647,364	5,659,733	*832,720	*1,282,398	6,655,519	6,764,406
Joint facility rents—Dr. balance	4,109,463	3,274,316	2,106,950	1,553,663	640,604	418,974	1,361,909	1,301,679
Net railway operating income	135,172,337	114,068,304	46,099,417	26,567,760	39,150,169	33,447,413	49,922,751	54,053,131
Ratio of expenses to revenues (percent)	71.9	69.6	76.2	78.1	62.5	61.5	72.7	65.5

FOR THE TWELVE MONTHS ENDED WITH DECEMBER 1951 AND 1950

Item	United States		Eastern District		Southern District		Western District	
	1951	1950	1951	1950	1951	1950	1951	1950
Miles of road operated at close of month	225,915	226,398	53,268	53,345	45,923	46,081	126,724	126,972
Revenues:								
Freight	$8,634,162,673	$7,817,263,140	$3,162,445,509	$2,874,912,901	$1,820,994,662	$1,597,858,168	$3,650,722,502	$3,344,492,071
Passenger	900,310,421	813,417,330	460,985,949	430,203,894	138,986,793	121,030,015	300,337,679	262,183,421
Mail	[1]330,804,074	[2]374,046,203	129,491,694	135,897,450	56,576,157	65,503,194	144,736,223	172,645,559
Express	82,121,926	81,464,546	26,646,046	26,277,645	14,131,175	14,199,968	41,344,705	40,986,933
All other operating revenues	443,213,487	386,901,909	197,095,753	172,090,607	76,371,913	63,399,099	169,805,821	151,412,203
Railway operating revenues	10,390,672,581	9,473,093,128	3,976,664,951	3,639,382,497	2,107,060,700	1,861,990,444	4,306,946,930	3,971,720,187
Expenses:								
Maintenance of way and structures	1,478,764,252	1,287,265,350	528,422,861	467,099,962	309,618,922	266,597,510	640,722,469	553,567,878
Depreciation	134,600,722	132,168,753	55,474,538	55,753,862	25,041,908	23,876,564	54,084,276	52,538,327
Retirements	27,015,924	20,823,855	8,697,862	8,956,820	7,654,535	4,138,363	10,663,527	7,728,672
Deferred maintenance	*2,288,128	*540,291	*1,272,806	495,841	*1,008,724	*472,385	*6,598	*563,747
Amortization of defense projects	1,076,222	1,916,991	195,605	198,800	363,062	530,437	517,555	1,187,754
Equalization	125,386	.....	130,501	.....	.....	.....	*5,115	.....
All other	1,318,234,120	1,132,896,042	465,197,161	401,694,639	277,568,141	238,524,531	575,468,824	492,676,872
Maintenance of equipment	1,945,025,842	1,707,901,625	802,585,982	730,008,861	390,130,890	325,811,117	752,309,060	652,081,647
Depreciation	320,789,025	297,467,352	116,551,413	110,407,693	71,454,107	66,640,880	132,783,505	120,418,779
Retirements	*2,124,797	*1,405,144	*1,007,832	*136,746	*619,292	*896,186	*497,673	*372,212
Deferred maintenance and major repairs	*10,900,965	4,708,748	*10,701,023	5,635,898	*22,517	*146,115	*177,425	*781,035
Amortization of defense projects	3,856,869	15,624,072	2,038,381	5,184,647	1,203,095	2,879,170	615,393	7,560,255
Equalization	.....	.....	.....	.....	.....	.....	.....	.....
All other	1,633,405,710	1,391,506,597	695,705,043	608,917,369	318,115,407	257,333,368	619,585,260	525,255,860
Traffic	211,552,834	191,556,249	70,170,910	64,733,619	44,938,538	40,191,004	96,443,386	86,631,626
Transportation—Rail line	3,974,430,253	3,491,072,288	1,674,292,337	1,482,617,067	710,995,222	626,537,359	1,589,142,694	1,381,917,862
Miscellaneous operations	125,586,565	110,309,747	43,768,534	39,183,324	19,039,992	16,428,599	62,778,039	54,697,824
General	305,863,432	271,137,094	117,596,492	105,873,809	65,418,714	57,614,980	122,848,226	107,648,305
Railway operating expenses	8,041,223,178	7,059,242,353	3,236,837,116	2,889,516,642	1,540,142,188	1,333,180,569	3,264,243,874	2,836,545,142
Net revenue from railway operations	2,349,449,403	2,413,850,775	739,827,835	749,865,855	566,918,512	528,809,875	1,042,703,056	1,135,175,045
Railway tax accruals	1,203,238,466	1,194,615,254	355,523,126	360,558,517	317,668,585	283,130,631	530,046,755	550,926,106
Pay-roll taxes	286,133,671	262,467,704	116,721,112	108,269,559	54,855,211	49,371,260	114,557,348	104,826,885
Federal income taxes†	[3]566,880,536	601,185,627	113,447,263	134,087,878	186,229,907	162,026,251	267,203,366	305,071,498
All other taxes	350,224,259	330,961,923	125,354,751	118,201,080	76,583,467	71,733,120	148,286,041	141,027,723
Railway operating income	1,146,210,937	1,219,235,521	384,304,709	389,307,338	249,249,927	245,679,244	512,656,301	584,248,939
Equipment rents—Dr. balance	159,187,553	140,476,499	71,857,520	67,858,073	*5,879,589	*16,190,746	93,209,622	88,809,172
Joint facility rent—Dr. balance	44,327,125	39,137,480	21,957,062	18,133,888	6,188,714	5,839,654	16,181,349	15,163,938
Net railway operating income	942,696,259	1,039,621,542	290,490,127	303,315,377	248,940,802	256,030,336	403,265,330	480,275,829
Ratio of expenses to revenues (percent)	77.4	74.5	81.4	79.4	73.1	71.6	75.8	71.4

†Includes income tax, surtax, and excess profits tax.
*Decrease, deficit, or other reverse items.
[1] Includes $80,548,395 additional 1951 Mail Pay resulting from the decision of the Commission in Docket No. 9200 of Nov. 13, 1951.
[2] Includes the following amounts of additional Mail Pay accrued under the Post Office Dept. stipulation dated Oct. 11, 1950: $107,043,769 for the period Feb. 19, 1947 to Dec. 31, 1949; and $41,716,426 for the period Jan. 1, 1950 to Dec. 31, 1950.
[3] Includes 1951 Excess Profits Taxes in the amount of $8,381,970.

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Minnesota transfer district. Mr. Russell began work for that railroad as a clerk at Minneapolis in 1925 and was promoted to traffic agent in 1935. He became commercial agent in 1941, general agent in 1945, and assistant general freight agent in 1950.

Arthur T. Erickson, general passenger agent of the MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE, has retired after 48 years of service. Mr. Erickson began his railroad career in the general passenger department in 1904 as a stenographer. He served as ticket agent

Arthur T. Erickson

in 1908 and then joined the Chicago Great Western in 1909 as rate clerk. Returning to the Soo Line in 1911, he served as rate clerk and later became chief rate clerk. He was next appointed assistant to general passenger agent, with various duties, until 1941, when he was named general passenger agent.

A. P. Corbin has been appointed coal freight agent of the BALTIMORE & OHIO at Baltimore, succeeding **George P. Sauerwein,** whose promotion to general coal freight agent was reported in *Railway Age* March 24, page 60. **Donald C. Hale,** foreign freight agent at New York, has been appointed general foreign freight agent at Baltimore.

Arthur A. Meyer, district passenger agent of the PITTSBURGH & LAKE ERIE, has been appointed general passenger agent, with headquarters as before at Pittsburgh, succeeding the late **Theodore E. Smith,** whose obituary appeared in *Railway Age* March 24, page 61. A native of Pittsburgh, Mr. Meyer joined the P.&L.E. as a messenger in the traffic department in 1917 at the age of 15. Following a series of promotions he became passenger agent at Pittsburgh in September 1931 and district passenger agent in 1941.

OBITUARY

Thomas Bird, 77, who retired in June 1945 as treasurer of the CINCINNATI, NEW ORLEANS & TEXAS PACIFIC at Cincinnati, died on March 18 at Bethesda Hospital in that city, after an illness of six months.

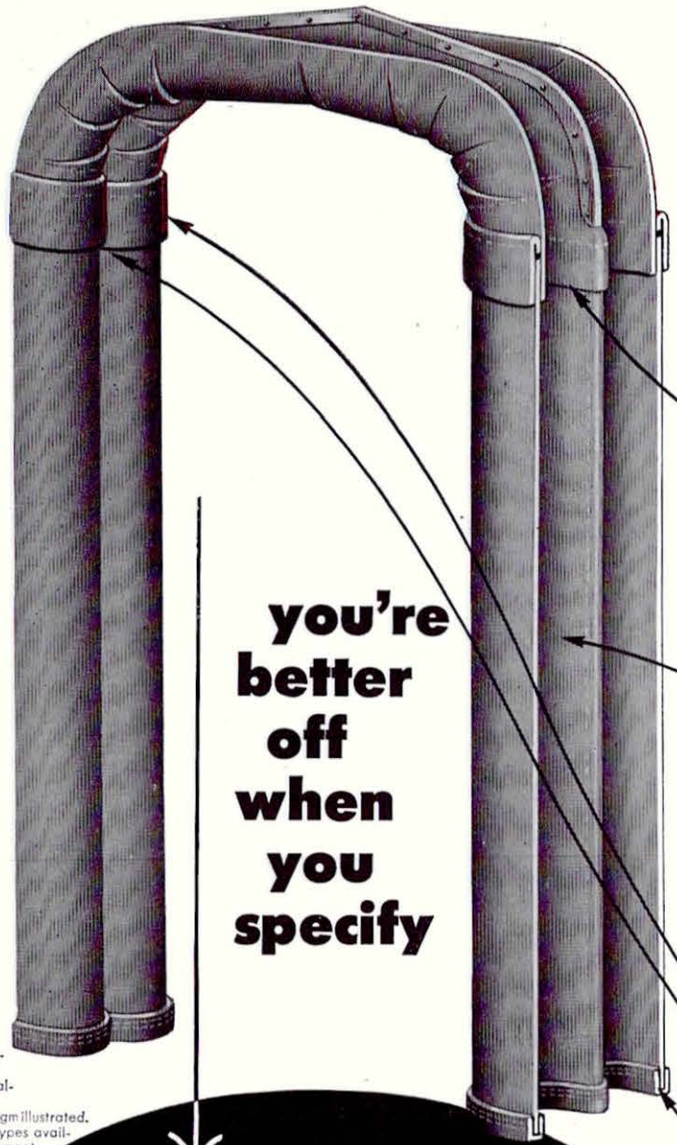
Ira E. Manion, whose obituary appeared in *Railway Age* March 24, had been with the GREAT NORTHERN more than 40 years at the time of his death. Mr. Manion started his railroad career as call boy for the Chicago, Rock Island & Pacific in 1901. He joined the Northern Pacific in 1906 as relay telegraph operator, remaining there until

Ira E. Manion

1912, when he left to join the G. N. He worked up through the operating department, holding the positions of train dispatcher, assistant chief dispatcher, yardmaster, trainmaster and assistant superintendent. He served as superintendent at several locations, and was serving as general manager on Lines West at the time of his death.

P. C. Armstrong, 69, economic consultant of the CANADIAN PACIFIC, died at Montreal on March 25. Mr. Armstrong was born on January 16, 1883, in Barbados, B.W.I., where he attended college. He followed a career in engineering from 1901 to 1918, when he became a farmer in Quebec, and a free-lance journalist. Mr. Armstrong joined the C.P. in 1930 and a year later became special representative in the office of the vice-president of traffic. He was named economic consultant in 1944. With W. W. Swanson, he was author of "Wheat" and, with F. E. M. Robinson, of "City and Country." He was also the author of several other books and many pamphlets and articles on economic subjects. As construction engineer or superintendent of construction, he built transmission lines for Ontario Hydro in 1911, for Shawinigan Water & Power Co. in 1912 and for the Southern Power Company in Georgia in 1913. He joined the Dominion Bridge Company in 1913 as engineer of construction, later becoming sales engineer and then works manager. During World War I he was works manager for the company's plant at Lachine, Que., which was then engaged in munitions production.

William B. Hall, retired purchasing agent for the DENVER & RIO GRANDE WESTERN, died at his home in Denver on March 17.



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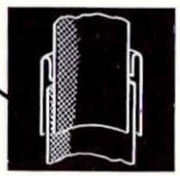

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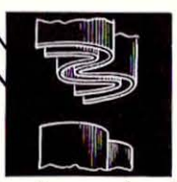

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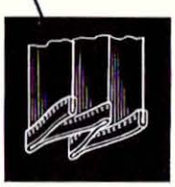

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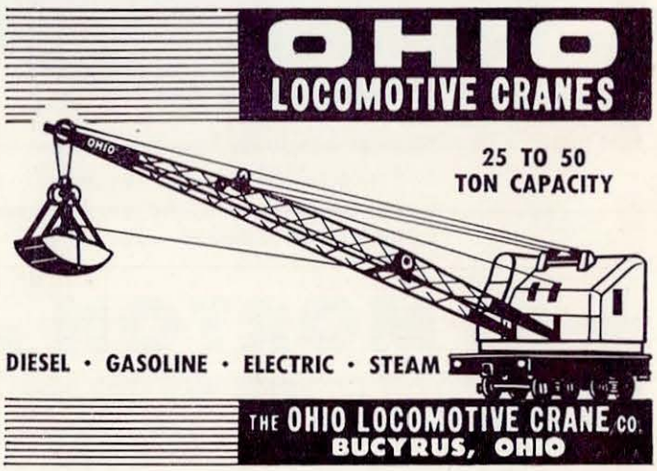

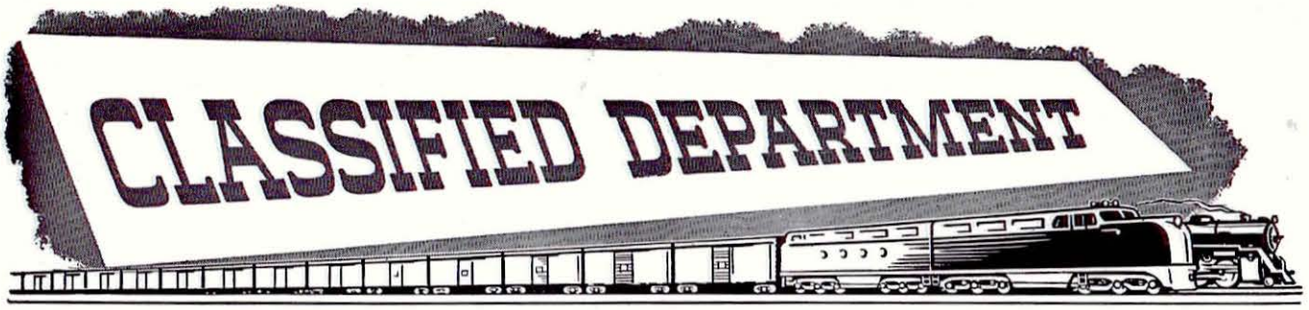

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